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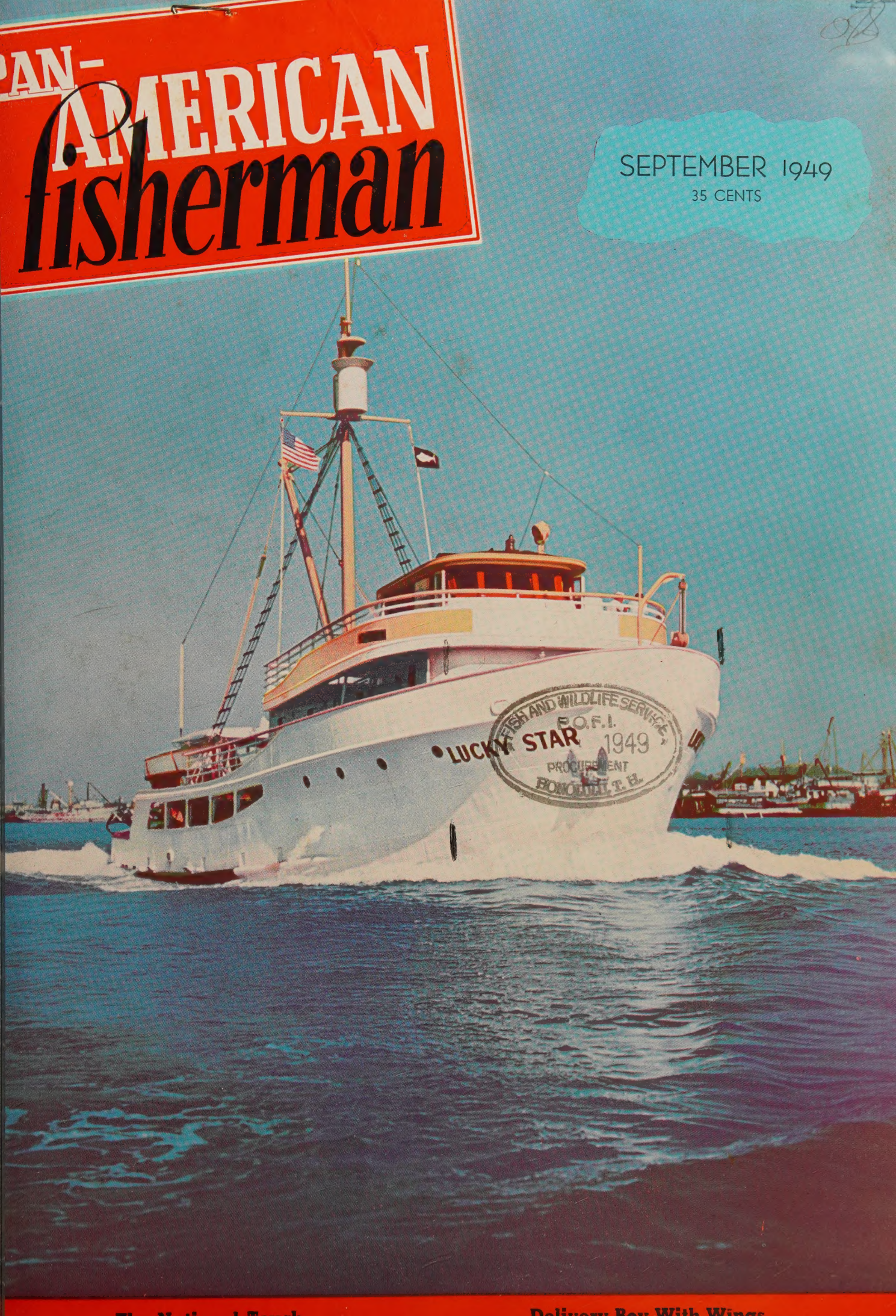

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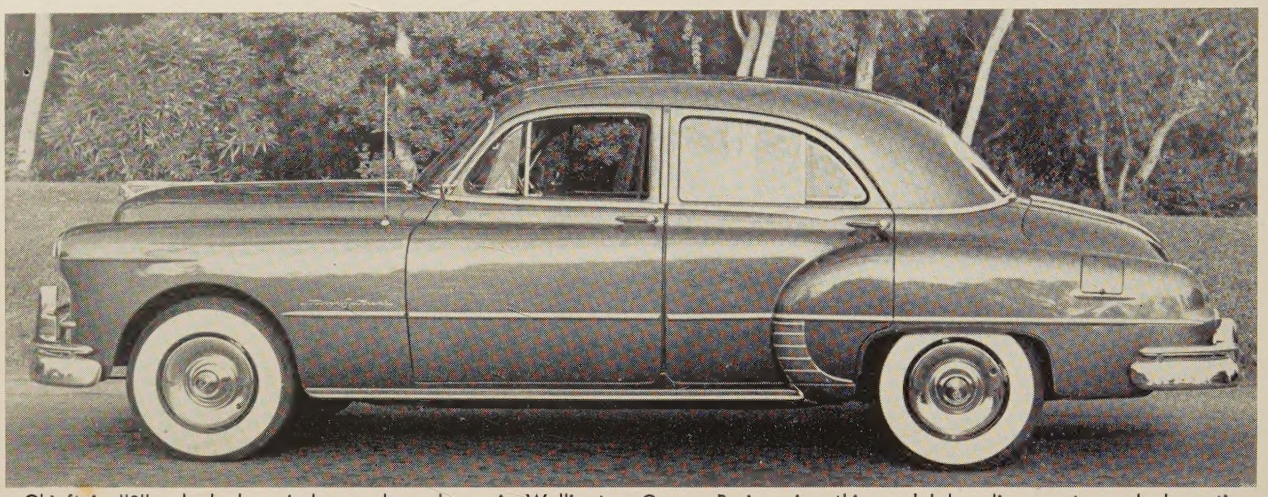

Chieftain "8" cyl. de luxe 4 door sedan, above, in Wellington Green. Basic price this model less license, taxes, hydramatic drive—standard 6 cyl.—$2,029.00; de luxe 6 cyl.—$2,124.00; standard 8 cyl.—$2,097.00; de luxe 8—$2,192.00. Prices begin at $1,957.00 on Streamliner two door sedan coupe models.

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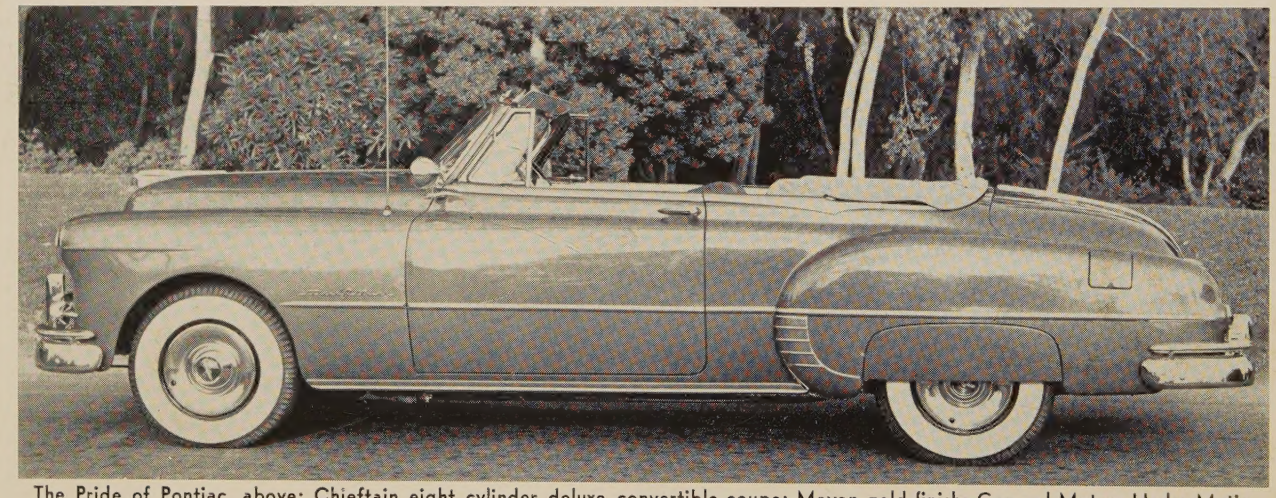

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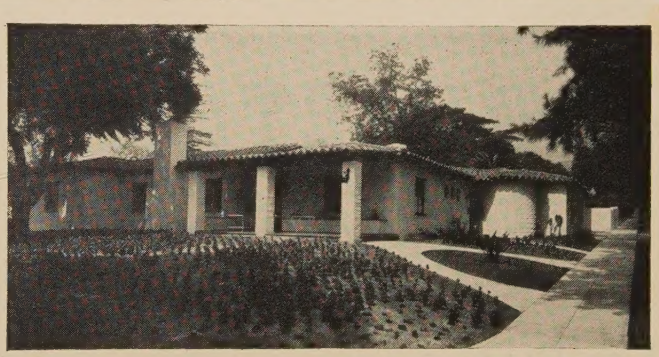

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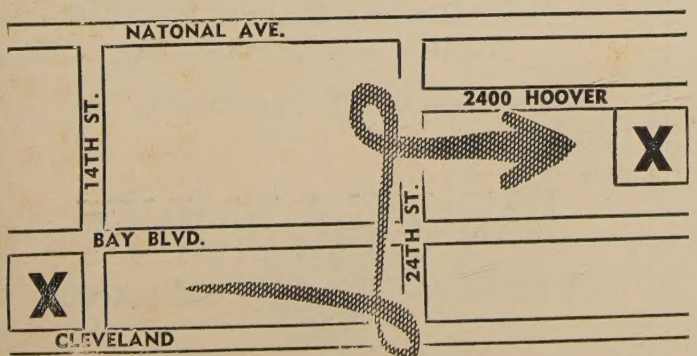

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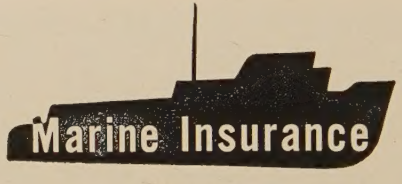

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Serving the Pan-American Fisheries

A Marine Press Publication

President.....Cosimo A. Cutri
Editor-in-Chief.....John Springer
Executive Editor.....Seymour E. Francis
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Volume 4 Number 3

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THE COVER

"Lucky Star," a National Steel and Shipbuilding Corporation clipper, fishes for French Sardine Company, Terminal Island, California; and is, of course, one of the most successful commercial fishing vessels in the Southern California fleet. Her skipper is Captain Manuel Freitas, and the picture was taken by Larry Booth of Allied Craftsman, in San Diego.

ABOUT THIS ISSUE:

NO doubt you will be interested in the article in this issue about San Diego, California's, roaring National Steel and Shipbuilding Corporation. Unfortunately, the magazine *Pan-American Fisherman* doesn't have the space to print all that could be said of this organization. But neither would that much room be available in any of the larger publications; a book in fact, could be written on the subject. Thanks and appreciation for wholesale cooperation in compiling facts and figures on the story must go to the organization's personnel; and the editors are especially indebted to Larry Booth of Allied Craftsman, the Border City photographers. Booth is responsible, in addition to a number of other pictures, for the striking shot of the National Shipbuilding tuna clipper, *Lucky Star*, which stands out on the cover. This, incidentally, is Pan-American's first full-color cover, but there is to be more to come. The story is on page 10.

•

As we disclosed last month, the story of Jack Dowdle will be found in this issue. Dowdle, who lost both legs below the knees in an airplane accident during July of the current year, has since been recuperating in Santa Catalina hospital, Avalon, California. By the time you are finished with the story, he may be home and planning his return to Swift Air Service, the concern that he owns and operates at Lindbergh Field, in San Diego. He's had something more than an interesting and colorful existence; has been, for one thing, a champion swimmer, naval officer and athletics instructor. We enjoyed printing the story, and hope that you will enjoy reading it. It's on page 20.

•

Seymour Francis is back with another article this month, and, following his usual procedure, Francis has dug up something a bit out of the ordinary. This time it has to do with a new color process that should enable camera addicts, and those who like to emphasize their products with color photos, to do so at an astonishingly cheap cost. He picked up the dope, he tells us, while nosing out another rumor that had to do with the same subject, and, as the result, he spent three days going through the plant of M. E. Parobek at Oceanside, California. Parobek is the gentleman who hit upon the idea of the new process, and it looks like he has something, according to Francis. The yarn is on page 9.

•

The feature, *Marine Press-O-Grams*, seems to have been a pretty fair idea in the minds of some readers of *Pan-American magazine*. Little news items, of one nature or another, have been trickling into these diggings all through the month, and so have the pictures. Our thanks for your cooperation, and we hope, as we have said before, that you will keep on sending them in. There's one little item in this edition of *Marine Press-O-Grams* that you'll get a kick out of. It's about one of the biggest-hearted fishermen in the business, and what he did last month to prove that fact. His name is Lou Brito, and he's skipper of the tuna clipper, *South Pacific*.

•

Marine Press Association has a new Contributing Editor. He is Copp Collins of San Diego, and a very welcome addition to our group here at *Pan-American Fisherman*. Collins is an ex-*United Press Association* reporter of some 10 years experience, and, if you know anything of *United Press* demands in the field of reporting, then that's enough said. This reminds us that Collins also is an ex-amateur boxer of note, and that, in turn, reminds us of a story often told of him. Stationed in San Diego's *United Press* Bureau at a time when he was making hay in the ring, he was about to answer the bell one night when a fellow reporter, Al Wiese, rushed in to tell him that a big story had broken and that help was needed. "Put the guy on ice as fast as possible, Copp," said Wiese, "I can't get in touch with anyone else, and I'm in a jam." Collins, so the records show, knocked out his man in a bit more than 30 seconds. His first story for us is on page 17.

—*John Springer.*

POLITICAL TRICKERY: *A Sorry Practice*

Whatever cynics may say in disparagement of the average politician, it is quite certain that some of the gentlemen in Washington cannot be classed as knot-heads in the art of trickery. Indeed, a man unable to laugh at the bulk of palpable frauds and legal throat slittings which are daily Congressional events would have to be possessed of a concrete larynx. Unfortunately, however, these katzenjammers more often than not, carry facets of a nature not necessarily conducive to humor, and one such occurred in the House last month. The occasion involved a House treatment in the matter of retaining the present fishery exemption clause in the Fair Labor Standards Act that, after coasting blissfully along, was abruptly laid low by an amendment to the Lucas Bill, which the House earlier had approved. The rider was introduced by Congressman George Bates (Rep. Massachusetts), and was okayed quickly, and in a manner that surprised everyone, including Bate's cohorts. Needless to say, it virtually scrapped the fishery exemption clause.

Approval of the Bates barnacle, which obviously was pitched to salve labor, caused something of an uproar, even in the Congressional ranks. Much of the analyzation, quite naturally, was on the vitriolic side, but even the mildest left no question of opinion. For example, National Fisheries Institute, an organization notably fair on matters of legislation, characterized the Bates deal as "odd and unusual." We're sorry, but we feel a bit stronger about such legislation. It was, simply and concisely, a shabby ruse, and an action of no credit to any of our country's lawmakers. To give just due we must admit, of course, that Bates was clever.

On the day that he chose to ram through his amendment, in point of fact, it had been determined to terminate debate by 4:30 p. m., in order to speed things up. Time, therefore, was limited for each participant, and Bates borrowed sufficient time from two colleagues to introduce his amendment. Then he gave, with machine gun rapidity, his talk for the rider, the gist of which is represented by the tail end: "The amendment which I have offered brings them (employes) within the law and makes it applicable to the processing and canning of fishery products." Speaker McCormack, who, due to his job, must back up the Administration, rode along with Bates, as the latter's measure follows, in general outline, the Lesinski Bill. Congressman Kelly (Dem-Pennsylvania), who was steering the Bill, and who is a member of the House Labor Committee, said he would accept the "gentleman's amendment." He added that "I will be glad to accept any amendment which will bring under the provisions of the Wages and Hours Act any group of employes." With Kelley's go-ahead, Bates' amendment was adopted without a vote, and here's the catch:

The only Congressman who had floor time to challenge the amendment was Barden (Dem-North Carolina). Barden was annoyed by Bates' utilization of the term "processing," in that, as used, it called for shore workers who process meal and oil to be covered by the Act. But at that, Barden got more of a break than other Congressmen, who probably would have raised hell had they known what was coming off. Most of them, at least those interested in fisheries, were absent from the floor when Bates began firing. One of the most important, Clark Thompson, Chairman of the Fisheries Sub-Committee, didn't hear of the bolo until next day. Miller of Maryland, also a Committee member, was rendered very nearly speechless by the manner in which the legislation was handled. He and other members had not the faintest idea from either party's leadership that such a high-powered matter was to arise on the House floor. More, even Congressman Nicholson (Rep-Massachusettssetts), who had given his allotted time to Bates, had no idea of the subject to be presented by the latter.

On the surface, the amendment seems to bracket the "first processing" of fish and "canning" of fish in the non-exempt class. Time and a half, for fourteen hours only, may not be paid to the employe, and then time and a half over 56 hours must be paid. Due to the speed with which it was put across and the manner of its passing, however, the entire measure is as balled up as a dog's breakfast. No one as yet has been able to determine whether or not "shellfish" is included, unless it could be by inference, and, when the official copies of the Bill and amendment were printed, it became apparent that a part of a type line dealing with the exemptions was botched. As the result, the meaning, as intended, is not clear. Overall, then, anyone's guess as to whether those engaged in propagating, freezing, marketing, processing, and canning fish are exempt or non-exempt is as good as another's, because the exemptions for these operations are cut out. There is a chance, of course, that the Amendment will be junked. Climaxing the uproars by both industry leaders and Congressmen is a current plan to iron it out when the Senate takes up the subject. The Senate had not yet passed on the Wage and Hour Law, when Bates touched off his battering ram. The Lucas Bill, which was okayed by the Senate Labor Committee, contains the fishery exemption clause in the current law, and Congressmen who were caught short by the amendment say they are going to insist on rectification when the Senate delves into the matter.

The question of the amendment's advisability or non-advisability, to be sure, is not our reason for discourse. But the method employed by Bates in gaining his point is a different story. We do not believe that trickery is necessary, nor beneficial, to the growth or continued health of America's great commercial fishing industry. Labor and management within that industry has proved, on more than one occasion, that they can abide by the rules of fair play, and both, in the past, have taken defeat from the other—standing up. We do not know if Bates' action was staged as a vote-getting measure. But if it was, then it was slanted at the labor vote, and time may show the Congressman that it's difficult to buy a fisherman's vote by trickery, even if the latter is the benefactor.

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Tokyo, Japan.—In a report submitted by the Japanese Minister of Agriculture and Forestry with reference to the program to enforce fisheries regulations, the Minister states that several Japanese fishing vessels since February 1947 have violated the MacArthur Line, especially in the eastern China Sea area, according to the Natural Resources Section of SCAP. According to the Japanese Minister, the reason for the increase of illegal acts is partly due to poor resources within the restricted fishing grounds and partly due to the longing for the former prosperous eastern China Sea fishing area.

In the future, in order to prevent infringement by Japanese fishing boats in the eastern China Sea, the following measures are proposed by the Government with reference to the supervision of the fisheries:

1. Enforce strict supervision over fisheries by arranging for several inspection crafts (funds are to be provided in the budget in the near future in order to implement this measure);
2. Urge the fishermen to wake up to the need for preventing infringement of the MacArthur Line; and
3. Direct that fishing boats of more than 50 tons be equipped with radio installations in order to prevent illegal acts.

With reference to the maintenance of aquatic resources, the following measures are proposed by the Government:

1. Determine the policy for reducing by about 30 percent the total number of drag-net fishing boats and trawlers operating in the sea west of Longitude 130° E and to enforce it beginning July 1, 1949;
2. Plan for keeping the catch fresh and for utilizing it to the best advantage; and
3. Continue the survey of the aquatic resources in the eastern China Sea. Meanwhile SCAP also reported that the estimated Japanese fisheries production for 1950 is 7,011,000,000 pounds; for 1951, 7,108,000,000 pounds. Actual production may deviate considerably from these estimates as the result of biological or oceanographic conditions. As in fisheries in other parts of the world, the production of the Japanese fisheries, particularly some of the pelagic species, are featured by sharp fluctuations, the principal causes of which are variations in environmental conditions affecting spawning and survival of young and in oceanic conditions affecting the migrations and availability of marketable fish. The sardine and herring fisheries, which have been declining in recent years, are liable to such sharp fluctuations both in abundance and availability. The conditions affecting the catch of these fish in particular may affect production significantly for 1950 and 1951.

Mexico City.—Articles of incorporation for a new fish canning company have been approved, according to a consular report from Mexico, D. F. The new company is capitalized at 500,000 pesos, of which 300,000 will be financed by La Nacional Financiera, a government organization. The cannery will be erected at Magdalena Bay, Lower California. It will have a capacity of 1,000 cases a day, and it is expected to pack specialty products, including small sardines, Spanish mackerel, abalone, spiny lobster, tuna, clams and oysters.

The company will have four small launches for operating in Magdalena Bay. They will probably also have a somewhat larger boat for freighting abalone and spiny lobsters from camps along the coast. For the tuna, the cannery will have to depend upon deliveries from American fishing boats.

According to articles appearing in local papers, the Mexican Ministry of Marine is studying the advisability of placing a closed season for shrimp fishing in the Gulf of Campeche.

While in Guaymas, the Director of Fisheries ordered that a closed season of 45 days, effective June 1, be placed on shrimp fishing in the Gulf of California. The normal closed season for shrimp fishing in outside waters in the Gulf of California will now be from June 1 to July 15 and from August 1 to September 30.

Grimsby, Great Britain.—The British Ministry of Food has recently opened a research laboratory at Grimsby, the largest fishing port in Great Britain, according to the Fish Trades Gazette. It will study the causes and rate of deterioration in catches, and amount of loss as a result of deterioration. It will investigate the difference in quality of fish landed on the docks and as sold in inland towns, and it will try to find how big are the spoilage losses, where they occur, and how to remedy them.

Vancouver, B. C.—The British Columbia salmon canning industry anticipates a pack of approximately 1,800,000 cases of salmon this season which they may have difficulty selling at satisfactory prices notwithstanding an announcement early in June that Great Britain would purchase 410,000 cases of salmon, consisting of sockeye, coho and pinks at a price of $7,000,000, according to a report from the American Consulate General at Vancouver. To further the sale of canned salmon in the domestic market, salmon canners have agreed to spend $500,000 in the next eight months in an advertising effort to sell their product throughout Canada.

Oslo, Norway.—The Norwegian Government recently forwarded a memorandum to the British Government concerning a recent disagreement over territorial limits off the Norwegian coast. The disagreement arose early in May when the British trawler was detained by Norwegian authorities on the charge that it was fishing within the four-mile limit which Norway regards as its territorial boundary. A British protest was forwarded immediately, noting that the vessel was fishing outside the three-mile line which Britain regards as the limit a country's territorial waters.

A Norwegian spokesman in London noted recently that it would be of the utmost importance were a Norwegian-British agreement reached. It could aid in setting a precedent for other countries which presently fail to agree on this same question.

Press-O-Grams

Cute?

And how! These gals were visitors aboard the *Sun Dawn*, when she unloaded in San Diego, California, last month. Left to right: Mary Jane Furtado, Vera Tovares and Lillian Rodrigues.

BUSY PEOPLE

SAM CRIVELLO'S big clipper, *Sun Europa*, and John and Bill Cabral's *Sun Dawn*, were plenty in the limelight last month. The boats pulled into San Diego, California, with full loads each, and both had made quick trips out and back. The *Sun Europa* was out for 45 days, and the 128-foot *Sun Dawn* managed to pack her holds off Costa Rica after being out 46 days. Both boats stood a steak dinner to their various guests, and it was wonderful stuff. Some of the bigger and better restaurants and hotels could take lessons from those chefs. By the way, Ernie Rose skippered the *Sun Europa* on the trip; it was his first time at head man. And, while on the subject of good loads, what's the matter with the ones brought in by the *Mermaid*, and the *Sun Dial?* The *Mermaid*, on her maiden voyage, came in packed to the hilt, and the *Sun Dial* . . .

Well, Captain Jack Kennedy, we can do no less than throw you our Grade A salute! For those who, as yet, haven't got all the dope, here's why: Crewmen of the *Sun Dial* received about $4,400 each after the boat's trip. The sum, moreover, is believed to be the biggest share ever distributed to the crew of a San Diego-based tuna clipper. The *Sun Dial* got in port July 20, jammed to the limit with mostly two-pole yellowtail tuna. On top of that, the old price of $340 a ton prevailed, and the record-breaking trip took just one day short of four months.

GOOD LUCK CHARM

They tell the story over at Van Camp Seafood Company in San Diego, that Port Captain Bill Hall holds a hex over the wily tuna. Maybe, of course, it's not a hex, but, at any rate, crews of the Pop Morgan boats, *Corsair* and *Chicken of the Sea*, believe he's good luck for them. The story goes something like this:

When Pop's sons, Harold and Melvin, of the "Chicken" and *Corsair* respectively, sailed many months ago, Bill dropped a penny into the bait well of each ship. Shortly thereafter, they both came in with capacity loads. Last month when they were ready to pull out, they couldn't find Bill, who had continued the practice, with the same result, each time they went out. Hap Holliday, Fleet Manager of High Seas Tuna Packing Company, and interlocutor on the radio program, *Voice of the Fisherman*, says it was a good thing when they finally found Bill, and got him to toss in the usual penny. "It looked for a while," says Hap, "that they were going to call out the National Guard." (Incidentally, Hap received his training from Bill, whom he considers one of the best men in the business.)

ANNIVERSARY

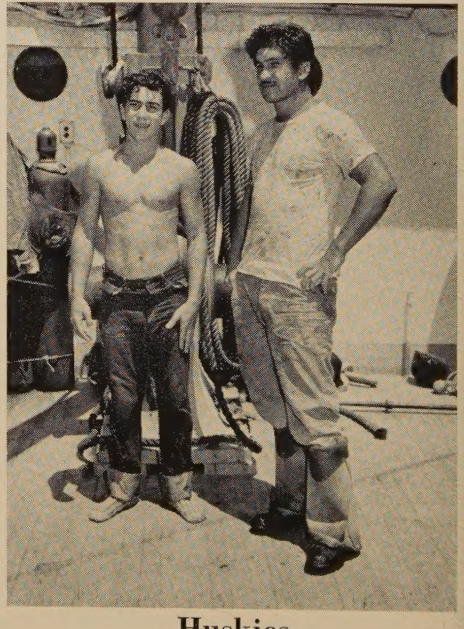
Nope, this one was not between some guy and his "ever-loving," as the late Damon Runyon would have said. It concerned the Coast Guard, and it celebrated its 159th Anniversary in San Diego, California, with as nice a luncheon party as even Elsa Maxwell could ask for. The gentlemen of the USCG really came in for some nice remarks. The fishing industry loves those boys, and why not? Commander D. B. MacDairmid represented the San Diego station's 188 officers and men, and, after luncheon, anyone who wanted to go was flown over the Border City in huge Coast Guard planes. About every commercial fishing concern in this territory was represented, and a lot of people with no direct connection with the industry came, too. The roster included people from High Seas Packing Company, Westgate, Van Camp, Sun Harbor, San Diego Packing, Peoples Packing, Lower California Fisherman's Association, American Tunaboat Association, Southern California Fisherman's Association, San Diego Fisherman's Association, San Diego Harbor Department, the Mayor of San Diego, Coast Guard Reserve, Coast Guard League, Sport's Fishers Association, San Diego Yacht Club, Southwestern Yacht Club, Coronado Yacht Club, San Diego Commercial Boat Owners Association, *Voice of Fisherman and Fisherman's Program* (radio presentations), representatives of the press, San Diego Speed Boat Club, and others. All-in-all, everyone had an excellent time, and it may be said that the Coast Guard's hospitality perhaps is only exceeded by its efficiency.

Winner

Captain Jack Kennedy of the *Sun Dial*.

THIS BUSINESS OF POLLUTION

We have just received a copy of a letter written to William Robinson of



Huskies

Clarence D'Silva and Frank Cabral talk it over during the lunch hour aboard the *Sun Dawn*.

Skipper

Captain John Cabral of the *Sun Dawn*. The smile is easily understandable. His big clipper hove into port with a full load, after being out 46 days.

High Seas Tuna Packing Company from Nick Trutanich of French Sardine Company, Terminal Island, California, and it sounds a pretty hefty warning. According to Nick, a couple of boats fishing for French's were cited for pollution, which carries a minimum fine of $500 to the State and Federal one of $2,500. Nick says all tuna boats should equip their bilge pump outlets with an attachment that will enable the plants to pump the bilge water into the cannery sewers, rather than to permit the dumping of bilge water into the harbors. In the case of the citing of French's two cases, both were operating out of San Diego, but the fines apply everywhere in the State; at least where there are harbors. We pass this along only as information, and our thanks to Nick for same.

ANOTHER RARE FISH ON TAP

Alfred Leandro, Monterey, California, commercial fisherman, is not too bad a scientist, at that. According to word that has reached this post, Leandro has discovered a little fish that is something of a rarity. It's called a *Red Brotulid*, and it's one of three ever caught in California. Leandro caught the funny little finny in 50 fathoms of water in Monterey Bay during August, and, to all accounts, it's an odd-looking character. It has fins running almost the length of its body; the rays are fur-like and the body is a brilliant orange-pink.

BLESSINGS OF THE DAY

Joe Ritchie, truck foreman of High Seas Tuna Packing Company, San Diego, California, believes that certain oil companys have the right idea about well-appointed rest rooms. Joe tells us that his two daughters have reached an age when cosmetics and hair-dos are representing big issues in their lives, and, as the result, it's getting to be a pure case of luck when he can get in a shave at home. "There is one of those stations just a block or so from my home," says Joe. "I've run in there for a quick morning shave many a time of late. Now, if they'll just put in a shower, I'll be set."

We'll bet if you check around, Joe, you'll find a lot of guys in the same fix!

SHORT SHOTS:

John Luz caught a hook in his eye near Cape San Lucas. Joe is from San Diego, and his eye was cut, but he could see, and so the Coast Guard was not requested to go down and get him. . . . Biagio Delaberto of the *Restituta* injured his arm aboard ship, and was dropped off at San Diego for treatment. Delaberto's home is in San Pedro. . . . Albert Crawford of San Diego was flown to San Diego by the Coast Guard to be treated for blood poisoning. He was fishing from the *Santa Margarita* at Magdalena Bay when the mishap occurred. . . . Julius Zolezzi is out of the hospital after a lingering illness. Julius lives in San Diego, and is a well-known West Coast fisherman. . . . Dedication of the new home of American Tunaboat Association in San Diego will get underway in September. . . . Mr. and Mrs. Glen Martin and Mr. and Mrs. Hap Holliday, all of San Diego, entertained Mr. and Mrs. Carl Thomas of Syracuse, New York, during August. Thomas is a fish broker, and was somewhat impressed with the Del Mar racetrack, the Ti-

(*Continued on page 25*)

Chief and Family

Chief Engineer Bill Cabral of the *Sun Dawn*, and his wife, mother-in-law, Mrs. Alta Lemke, and son, William Lee Cabral.

Crew of the *Sun Europa*

Pan-American's cameraman caught these fishermen during their noon rest period. Shortly after picture was snapped, they played host to a number of visitors at an excellent luncheon. Back row, left to right: Alvin Cardoza, Andy Gangitano, Peter Tocco, Julian Clingingsmith, Pete Corrao, Mas Tsuida, Tom West, Smitty Clingingsmih, Ernest Rose, Hugh Kruger. Kneeling are Peter F. Giacalone and Tsuneo Yamasaki. The gentleman with such a pleased look (and wearing glasses) in the exact center is Sam Crivello, owner of the *Sun Europa*. His boat had just pulled in with a full load in 45 days.

Pictures . . . with a Punch!

(Here's a new slant for the advertising and sales departments of canners, brokers and other elements of the commercial fishing industry. It's the product of a lot of technics on the part of M. E. Parobek of Oceanside, California, and, even though you may be but a camera fan, with no interest in selling or merchandising, this article may open your eyes.)

By SEYMOUR E. FRANCIS
Marine Press Contributing Editor

HARASSED sales and advertising managers in the fishing industry's allied industries—particularly canners, shipbuilders and supplies—have just been handed a powerful sales tool—an inexpensive system that will enable them to present their sales stories in full color for the approximate cost of top-drawer black and white photographs. There's no argument among sales experts and advertising men about the sales energy of color. It has been proven time and time again by surveys of readers, buyers, advertising agencies and prospects. Color, used smartly, brings greater attention and higher sales.

Until now, however, extensive use of color in sales programs has been limited to the larger firms of the nation. Engraving plate costs have been too rich for the budgets of the smaller firms who may need only 10 or 15 copies of a color photo. Thus, the system of producing full color-high-fidelity photo prints for the approximate cost of the top-quality black and white usually included in sales portfolios seems destined to make a heavy impression on merchandising programs.

The system is the result of seven years experimentation by M. E. Parobek, a market research and product engineer, who used the technical know-how gained in those years of study to establish a $75,000 production laboratory at Oceanside, California.

Parobek worked with chemists, optical, electronic and production engineers and photographers in developing the new system and in designing the special precision equipment required. Together, they simplified and mechanized what photographers know as the "dye-transfer" process of making full color prints, and in doing it cut costs of producing sharp prints to the place where, as Parobek says, "Everyone can use color."

In those years of research, Parobek and his associates overcame problems that had stymied many other men in the long search for a system that would eliminate human error and reduce the cost of making prints from color transparencies.

Under Parobek's guidance, his crew solved probems involving "stretch" of paper and matrices, close tolerance registration and the tendency of the usual dye formulas to fade with in a comparatively short time. Production time was reduced to an average of about 4 minutes per print, and there are indications it will be cut even more as the new plant's efficiency improves. Life of the matrices has been increased five fold or more.

Briefly, the dye-transfer system of making color photo prints uses three matrices with an absorbent material that imbibes and then transfers the proper dyes to the photo paper, or to the clear acetate base. For the most part, production of the color prints, until now, has been on an individual basis, with the work being done by highly-skilled artisans.

Parobek's system eliminates most of the hand work. Electronic devices select the filters for the color separation negatives, control speed of drying the negatives and report changes of as little as 1 per cent in dye solutions. Other con-

(*Continued on page 39*)

Developer
M. E. Parobek

EBB 'N FLOW

THE MONTEREY SARDINE

Deluge of Fish:

Except for a small run of albacore about 60 miles offshore, Monterey, California's, commercial fishing industry on August 1 displayed little more action than had been the case for the past three years. True, the British purchases of sardines, which had fairly cleaned out the cannery stocks a few months previous, had given the city a shot in the arm. Excitement, however, had died down, and the city had settled back to its usual charming tenor. Then all hell broke loose.

Fishermen thronged the docks and streets, hammers and saws kept up a running clatter and painters worked overtime. Monterey's traditional "scouting parties" had reported plenty of sardine in the Bay, and the canneries were ready to roar.

Shortly before sunset on August 22, the fleet sailed. With whistles tied down by their cords, nearly 68 purse seiners and small boats streaked out to sea, and, on August 23, cannery whistles broke into a clamor. Every boat came in jammed to the gunwales.

Fishermen brought in, on the opening day, 2,518 tons of sardine, all of excellent quality. The catch marked one of the biggest opening days in the history of sardine fishing. Included in the haul, of course, was fish caught in Moss Landing, and the catch, overall, was worth $100,720 to fishermen who got $40 a ton. To cannery workers, numbering about 2,000 employed in 16 Cannery Row plants in operation, the catch meant thousands of dollars more.

By August 26, Monterey's canneries were bursting at the seams with fish. The fleet, spurred on by its initial success, seemingly couldn't miss. On the second day, as a matter of fact, the catch was greater than that of the opening day, with 3,200 tons valued at $128,000. Waterfront sources estimated that around 70 fishing craft had participated, and the event had an even better facet to it. Because of the $40 a ton price being paid to fishermen, market conditions and state limits on reduction, canners said the bulk of fish would go into cans, which meant all canneries must work at capacity.

The sudden deluge of fish, moreover, brought out some bugs in canning machinery, an element always peculiar to opening day. This development, of course, led to more confusion on Cannery Row, and the entire proceedings caused a hustle and bustle not seen in the city in years. With retorts bucking and canning lines sputtering and lines which deliver the fish from landing hoppers flunking out, the scene would have caused a camera fan to work overtime. A good idea of the magnitude of the operation may be gained from an announcement made by Horace Mercurio, manager of the Monterey Purse Seine Association:

"For the first time since 1945, some of the skippers were giving fish to others. We haven't had enough fish to do that in years."

But the good luck had a snag in its lines. The $40 a ton price in effect was a verbal one, and several ramifications in the proposed contract were not acceptable to either the Association or to some canneries. The boats, authorities said, would remain idle until a contract agreeable to all was signed. Meanwhile, sardines, averaging nine-and-one-half inches, continued to throng the Bay, and fishermen looked with anticipation to what September kept in store for them.

REPRESENTATION

The Cary-Jackson Junkets:

The commercial fishing industry on the West Coast was being represented. That much, for certain, became manifest during August. To begin with, Harold Cary, manager of San Diego, California's, American Tunaboat Association, had gone to Washington, D. C., to

(*Continued on page 22*)

Monterey's Cannery Row

This scene of the world-famous fishing center was taken some months ago, when things were somewhat quiet. In a few short months, however, the scene changed. Today, it's one of the busiest spots on the West Coast.

Industry

Partial view of National's 1000-ft. steel fabricating runway. This runway is equipped for production line operation on all classifications of steel working, and is served by its own railroad spur running the full length of the runway, in addition to two overhead cranes which speed up production.

The National Touch

San Diego, California's National Steel and Shipbuilding Corporation Provides the City's 'New Light Industry Boosters' With a Potent Weapon

By STUART ALTON
Marine Press Contributing Editor

SAN DIEGO, California's, energetic scramble, since the war, to interest big-time businessmen in getting aboard the band-wagon precipitated by the Border City's drive for New Light Industry has drawn favorable comment across the Nation. The town boosters, given an added needle by the industrial potentialities revealed by World War II, have, since 1945, carried on an almost continuous uproar lauding the city's climate, harbor, location, and other desirable facets demanded by business expansionists, and they have lost no chance to prove their point by offering, in illustration, the spectacular rise and success of its aircraft factories, et cetera. Moreover, the city's platinum commercial fishing industry is inevitably thrown in for good measure, and, while on that subject, more than one blaring pamphlet has gone out on the local shipbuilding organizations, ship chandleries, and other concerns allied to fishing in a commercial capacity. In utilizing this latter sales pitch, of course, the boosters have some potent guns; one of the more outstanding being the sprawling, multi-million dollar National Steel and Shipbuilding Corporation. True, this organization stems from an old firm. But that was before a few men got hold of it, decided that big business was the order of the day, and brought about an expansion that, in many respects, is startling. A good illustration lies in the corporation's dealing with the tuna industry. The story goes something like this:

In 1937, when the *Sun Harbor*, first locally-built welded-steel tuna boat, put to sea on her maiden cruise, the attention of the tuna industry was focused on the 67-foot vessel, for in the new-style craft lay possible answers to many of the problems that plagued the growing tuna industry. Would steel ships prove as economical to build, operate, and maintain as less durable wooden tuna clippers? Would they be able to 'take it'—to battle the *Chubascos* and to withstand the shattering seas often encountered in the Gulf of Tehuanapec? And another major problem — could steel tuna clippers be insulated to protect their valuable cargoes on the long voyages from the tropical fishing banks to the California canneries?

The problems were hard to solve and all their answers were not discovered with the building of the first welded-steel clippers. It took time, money, and heart-breaking experience to develop practical welded-steel tuna vessels. However, the experiments started with the *Sun Harbor* ultimately proved successful, and today, boasting over a decade of experience, steel shipbuilders are producing an ever-increasing number of the highly successful welded-steel tuna clippers—sleek, powerful vessels that fast are becoming mainstays of the tuna fleet.

Among the leaders in the development of today's profit-earning, welded-steel tuna clippers is National Steel, builders of the famed 'National Clippers.' Its huge San Diego plant, located on Harbor Drive at the foot of 28th Street, has been an important factor in helping San Diego regain its pre-war position as the center of tuna clipper building activity on the Pacific Coast.

The Corporation got its start in 1905 as the California Iron Works, a small machine shop established by Fred K. Wood and Marion O. Harvey, and located in rented store rooms on 7th Avenue, just south of Market Street in San Diego. By early 1906, rapid growth of the new firm forced it to seek larger quarters, and a new plant was built at 11th and Imperial Avenues. Following this move, California Iron owners realized the need for additional operating capital and sold a controlling interest to the Baker Iron Works of Los Angeles. By 1917, establishment of the firm's foundry and

Industry and the Product

National's production line foundry (right), and *Carol Virginia*, one of the organization's latest and most successful clippers.

C. ARNHOLT SMITH

C. ARNHOLT SMITH, President and General Manager of National Steel and Shipbuilding Corporation, has been active in San Diego business and financial circles since 1920, when he joined the Merchants National Bank, which later became the Bank of Italy and, still later, the Bank of America. In 1933, Smith and his associates acquired control of the United States National Bank, and in 1935 took over the ownership and management of National Steel and Shipbuilding Corporation, then known as "National Iron Works." Despite the responsibility of guiding operations like National Steel, United States National Bank, Citizens Bank of Monrovia, and National Tuna Clippers, Inc., Smith is active in local, state, and national civic affairs. He recently completed a 6-year term as California State Highway Commissioner—one of his many civic "jobs."

National's People . . .

the expansion of other facilities made necessary another move to larger quarters, and the plant was re-located on the edge of San Diego Bay at the foot of 7th Street.

During World War I, J. C. Ort, one-time general manager of California Iron Works, purchased the Baker Iron Works' interest in the San Diego firm and merged it with his own Ort Iron Works. In 1935, following a number of ownership changes, C. Arnholt Smith, his family, and associates purchased control of the firm which, following Ort's ownership, had become "National Iron Works."

The firm's name and its tradition of fine craftsmanship were a few of the things left unchanged under the streamlining operations instituted by the new owners. Methods and equipment were promptly re-adapted to meet the highly competitive structural steel and foundry product markets of the middle 1930's. Continuous expansion and development marked National Iron's activities in the years immediately following 1933, climaxed by a move to the firm's present 15-acre Harbor Drive location in 1944. In 1948, more accurately to describe plant operations, the firm name was changed to "National Steel and Shipbuilding Corporation."

UNTIL the move to its present location, National Steel was concerned largely with fabrication of structural steel, erection of steel buildings, general foundry work, and manufacture of Ingle oil-burning ranges, widely used in ships of all kinds. At the start of World War II, the huge plant was converted entirely to war production. The company designed and built more than 100 welded steel refrigerated barges, each measuring 29′ x 104′, which were used for food storage by the armed forces in the South Pacific. In addition to these barges, National Steel erected steel assembly buildings for various aircraft plants, constructed 60-ton floating cranes for the Army Transportation Corps, and built specially-designed Ingle oil-burning ranges for the Navy. Hundreds of steel refrigerated boxes and a vast assortment of other military equipment completed National Steel's contribution to the war effort.

For its efficient operating record and high production standards, as well as good employee relations, the Company was awarded the coveted Army-Navy "E." Later, a star was added to this banner, for continuity of service to the war effort.

DAVE BELL

FOR over a decade, the motto boldly displayed on the desk of Dave Bell, National Steel Vice-president and Plant Superintendent, has proclaimed, "When you play—play hard. When you work—don't play at all." All of which adequately describes the philosophy of hard-working Dave Bell, who started with National Steel in 1923 as a structural steel erector and worked his way through the ranks to his present position. In direct charge of National Steel's far-flung structural steel fabrication and erection operations, Bell draws on his 30 years of steel-working experience to devise production short-cuts and quality-improving methods for the many National Steel jobs throughout the west and southwest. On the "play" side of the ledger, Bell is active in promoting hockey locally, and often is called "San Diego's Mr. Hockey" by sports writers and probably there are few men in Southern California who know the game better.

ALFRED L. BROSIO

ALFRED L. BROSIO, National Steel's Vice President and Assistant General Manager, was a key figure with the organization during the war, serving in various top administrative capacities during his three year employment. When he resigned in January, 1946, to enter the practice of industrial and civil engineering, he held the post of plant manager. Brosio returned to National Steel in 1947 and became treasurer of the firm. Later, he was elected vice-president, and was appointed assistant general manager. Born in Oakland, California, Brosio is a graduate of the University of California at Berkeley, an associate member of the American Society of Civil Engineers, member of the American Geophysical Union, and the American Association for the Advancement of Science. He is licensed both as a mechanical and a structural engineer.

A key factor in bridging the reconversion gap, according to National Steel's president C. Arnholt Smith, was the work of a New Products Research Committee. This group analyzed approximately 115 different articles as to potential demand in the Southern California market area and to their adaptability to plant production facilities.

Among the products for which a great demand was predicted were welded-steel tuna clippers, for, by the end of World War II, experiments had shown the steel clippers to be practical. The natural combination of National Steel's welded-steel shipbuilding "know how" and the apparently heavy potential demand for the modern steel tuna clippers led the San Diego firm into this new field after V-J Day. Since the end of the war, a constant stream of welded-steel tuna clippers and thrimp trawlers has come from National Steel's tuna clipper "assembly line." Among the most recently launched clippers are the *Carol Virginia, Ruthie B, Mary Barbara,* and *Lucky Star*. Another product of the tuna clipper "assembly line" is the *Velero IV*, specially designed version of a tuna clipper used by the University of Southern California in oceanographical research. (The *Velero IV* recently served as a floating laboratory for Otis Barton during his recent deep sea dives in his 5-foot steel sphere, or benthoscope.)

The completion a year ago of a fleet of four 48-foot welded-steel shrimp trawlers for Productos Congelados, of Guaymas, Sonora, Mexico, marked the entrance of National Steel into the smaller steel vessel construction field. The multiple launching of this fleet of shrimp boats in July, 1948, was one of the most colorful events in the history of the San Diego waterfront.

Currently under construction at National Steel is another fleet of welded-steel shrimp trawlers. Slightly larger than their predecessors on National Steel's shipbuilding "assembly line," the five 54-footers in the new shrimp fleet will fish for Pesquera Topolobompo, S. A., a large-scale Mexican commercial fishing firm. Ice refrigerated, the new vessels have a 26-ton ice capacity, and boast a cruising range of approximately 2,000 miles.

A natural outgrowth of new shipbuilding operations is National Steel's expanding ship repair department, where Southern California tuna clippers receive their periodic check-up and neces-

. . . On the Job

GEORGE A. DEW

SHIPYARD manager George A. Dew, in addition to his complex duties within the plant, handles with skill and patience the voluminous details of his job as National Steel's chief liaison officer, handling contacts with boat owners and canneries. Dew joined National Steel as Assistant to the General Manager in 1946, to head the liaison and customer service departments of the firm's shipyard division. With nearly two decades of experience in industrial production Dew brought a thorough knowledge of time and money-saving production short-cuts, tempered by his demand for perfection. Prior to joining National Steel and Shipbuilding Corporation, Dew was associated with Consolidated Vultee Aircraft Corporation in both its San Diego and Downey, California, plants. He later became Chief Inspector for Ryan Aeronautical Company, holding that post for seven years.

Production En Masse'

A bevy of shrimp trawlers recently completed for Productos Congelados, of Sonora, Guymas, Mexico.

sary repairs. In addition, the repair section of the shipyard has re-converted a number of war-surplus Navy YP boats and readied them for their return to the tuna fleet. Omar G. Schmidt, well-known in West Coast shipbuilding circles for over a quarter century, is shipyard superintendent at National Steel.

ONE key to the speed and economy of National Steel's shipbuilding and repair operations is the firm's largest marine railway, which combines a 140-foot moving carriage with 340 feet of extension rails on which have been installed two "piggy-back" cradles. Three 1,200-ton tuna clippers can be accommodated on this railway and its extension tracks at one time. The "piggy-back" cradles, one at a time, are simply rolled onto the movable carriage and slid down the tracks and into the water beneath vessels. When loaded, they are carried up to dry land by means of a 75-horsepower winch, and rolled out on the extension tracks.

After the cradle farthest from the water has been returned to its place at the extreme end of the extension, the second cradle is put into action. When it has its vessel back on land, the moving carriage itself, which is located at the water's edge, is used to lift out the third ship. In this way, three boats are in a straight line on one railway totaling nearly 400 feet in length. Another unusual feature of the large railway is its four tracks, instead of the more common three, a feature which provides better balance.

In addition to the "piggy-back" railway at National Steel, four other marine railways are used by the San Diego shipyard to handle smaller vessels in the Southern California fishing fleet.

Pioneers in the development of cost-cutting, sub-assembly methods of fishing vessel construction, National Steel demonstrated the unusual savings to be realized through this system in the recent construction of the 115-foot *Carol Virginia*, largest welded-steel tuna clipper ever built in San Diego. Fabrication of a "two-story" deckhouse, pilothouse sub-assembly saved nearly 600 man-hours in building the clipper, which was launched late last year.

The two-story sub-assembly, weighing nearly 20 tons, consisted of deckhouse living quarters, pilothouse, and chart room, and was complete to the installation of such furnishings as cabinets, bunks, chart tables, etc., even including all necessary electric wiring and electric receptacles. As all plumbing connections on National Clippers of the *Carol Virginia* class are confined to the main and raised deck, the only such work required after installation of the huge sub-assembly was the placing of toilet and shower fixtures.

As Paul Preston, National Steel's shipbuilding superintendent, pointed out, "Installation of wiring and furnishings always has been a costly item in shipbuilding. By making these installations on ground level, rather than on the ship itself, we can realize real sav-

Inceptor

This is what National looked like in 1933, when the present owners acquired control. This was the original building at the foot of Seventh Avenue, in San Diego, and housed the foundry, structural steel fabricating plant, blacksmith shop and machine shop.

ings in fishing vessel construction. This procedure also permits more 'down welding', which produces a better quality weld."

Shrimp trawler construction, too, receives National Steel's sub-assembly treatment as, simultaneously, in different parts of the firm's fully paved 15-acre plant, various assemblies are fabricated for installation in the vessels on the assembly line.

The introduction of war-developed scientific equipment, of vital importance in present-day tuna fishing operations, has greatly increased the cost of modern tuna clippers. Present costs make it increasingly difficult for a skipper and some of his crew members to raise enough money to buy their own vessel, as was the case in the earlier days of the tuna industry. To meet this situation, National Steel formed a subsidiary corporation, known as National Tuna Clippers, Inc., which assists groups of fishermen in acquiring an interest in their own boat.

Another National Steel feature which contributes to the speed and economy of ship repair and construction is the complete integration of the plant itself, for within its boundaries are contained all the various shops and departments required to handle the complex tasks assigned the modern shipbuilder.

Ship designing, of course, is a major function of National Steel's complete engineering department, located in the firm's attractive Colonial-type administration building. A large loft and pattern department is fully equipped to transfer engineer's drawings into the working templates and patterns to guide the various fabricating sections of the plant.

A complete machine shop, extensive woodworking facilities, the area's only hot-dip galvanizing plant, and an ultra-modern foundry are other on-the-spot departments contained in National Steel's well-laid-out plant. (The foundry, incidentally, one of the most modern in the West, also operates on an assembly line basis, and is equipped to cast iron, bronze, dural, and aluminum.)

Another factor which contributes to National Steel's success is the exceptionally high standard of industrial harmony in its dealings with the six different A. F. of L. craft unions at the plant. Liberal profit-sharing and pension systems, instituted some years ago, have helped keep employee turnover at a minimum. A plant cafeteria, providing hot meals at prices below cost, plus a suggestion awards system, also contribute to the company's harmonious industrial relations picture, according to Edward Boughton, personnel director.

Today, National Steel and Shipbuilding Corporation is keeping pace with the needs of its immediate area, as well as of the entire West, implementing the aim of President Smith to provide lower cost metal products, from the smallest castings to the largest steel buildings, with special emphasis on ship repair and the construction of welded steel fishing vessels.

Today

Gateway to complete service. At right is main entrance to National's plant on Harbor Drive. At left is the administration building, housing the engineering department, executive and administrative offices and personnel department.

Faced With an Expanding Demand for Greater Harbor Facilities, California's Port Authorities Meet to Map Out

The Road Ahead

(The California Association of Port Authorities which met last month in San Diego, California, apparently ironed out some wrinkles that should show up in better harbor facilities for every California port city during the coming year. One of these that badly needed attention was the long-standing Tidelands issue; a subject that drew down much controversy, and one that was straightened out with a bang. Here's a general round-up of the meeting. It was compiled by W. Walter Frates of Oakland, California.)

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WITH approximately 50 representatives of private and public terminals in attendance, the California Association of Port Authorities held an extremely successful meeting at the El Cortez Hotel in San Diego, California, August 11 and 12. Those attending, however, were saddened because of the sudden death of C. S. Sampson, president of the Los Angeles Board of Harbor Commissioners, who succumbed at his home in San Pedro, California, shortly after his election as president of the Pacific Coast Association of Port Authorities at Seattle.

In calling the California convention to order, Claire V. Goodwin, president of the California Association, and president of the Oakland Board of Port Commissioners asked those attending to stand for a minute of silence in memory of Sampson, who had taken an active part in the affairs of the California, Pacific Coast, and American Associations of Port Authorities, and was widely known among port and shipping men throughout the nation.

John F. L. Bate, Port Director of San Diego, and chairman of the committee for the host city, introduced Honorable Harley E. Knox, Mayor of San Diego, who welcomed the visitors to San Diego, and described the progress of the Port of San Diego under Joe Brennan and Bate. Fred D. Parr, treasurer of the Association, then made his annual report, showing that the Association was in a sound financial condition, and recommending the purchase of Government bonds.

Because of the absence of Eloi Amar, Port Director of Long Beach, due to the illness of his mother, President Goodwin appointed John F. L. Bate as acting chairman of the coordinating committee, composed of Elmo Ferrari of Stockton, Charles P. Howard and Arthur H. Abel of Oakland, Arthur Eldridge of Los Angeles, General Robert H. Wylie of San Francisco, H. E. Van Horn of Alameda, C. L. Tilley of San Pedro, and Fred Parr of Richmond. Other committees were also appointed by President Goodwin to carry on the work of the convention.

Charles P. Howard of the Howard Terminals of Oakland gave an extensive report on the program of the Western Transportation Conference and other matters of interest concerning increasing tonnage in the San Francisco Bay area. J. P. Ventre, chairman of the committee on tariffs and practices, gave a report of the work of the committee during he past year and reported considerable progress. Mr. Ventre was reappointed vice chairman for the coming year with N. C. Ryan, Assistant Traffic Manager, San Diego, as vice chairman.

Other reports given were Irving M. Smith, Long Beach, committee on tidelands; H. E. Van Horn, committee on publicity and policy; W. R. Martin, Long Beach, committee on committees; W. Reginald Jones, Oakland, legislative committee; Arthur Eldridge, Los Angeles, committee on uniform cost records. Resolutions were adopted thanking the Port of San Diego for its unexcelled hospitality, commending the ladies' committee for thoughtfulness and effort in demonstrating the charm and hospitality of the City of San Diego,

(*Continued on page 23*)

Aboard the *May Queen*

Members of the Association get a treat. All were taken for a cruise on the big tuna clipper, as guests of Carl and Joaquin Medina, skipper and chief engineer respectively. Left to right: Claire V. Goodwin outgoing president of the Association, Carl Medina, newly-elected president, Brig. Gen. Robert H. Wylie of San Francisco, Joaquin Medina, and San Diego, California, Port Director, John Bate.

The Helicopter Goes Fishing

(The *Espirito Santo* last month put over an innovation that is being watched by everyone in the commercial fishing industry. The big clipper took off with a helicopter aboard, and when she returns there is certain to be plenty of questions asked of her skipper Joe Machado. Here's a little story, as well as some speculation on the subject.)

By COPP COLLINS
Marine Press Contributing Editor

ALBERT the Albacore had better find a deeper spot in the briny to cavort with his pals, or maybe a kelp bed to hide in, because there is a new danger lurking from the skies which may put him on a cannery belt much sooner than he expected. And, as a result, the tuna fisherman will have a lot easier time bringing home the catch with this new Help to Homesick Fishermen.

Just imagine yourself a tuna fish for a few moments—you are swimming along when suddenly you hear the engines of a tunaboat reverberating in the watery distance. Being a wise and experienced resident of the sea, you get as far away from the menacing noise as possible. Then, just as suddenly, you look up and see some sort of flying monster in that sea of air above the surface, but because you're a good-sized albacore, you never saw a gull or a pelican yet which had the nerve to attempt to pick on you, so you swim closer a few fathoms with your finny friends to see what goes. You see an odd-looking bird whose wings move so fast that you can't see them exactly, and then you notice that the wings seem to go around in circles. But from where you are treading water, nothing dangerous could develop from a slow-moving bird like that; it even seems to stand still in the air, so it couldn't dive very fast. Then the Thing flies away and you go back to your hunt for sardines and other ocean edibles.

Test Flight

Pilot Harry R. Watson eases 'copter to a landing. Flexible floats allow craft to light on open sea. Cockpit, which is of plexiglass, permits a broad view of ocean surface.

However, of all things, there is a sharp bone or something in one of those sardines you just grabbed after a beautifully executed power-dive and just as you are about to flush it through a gill you realize that awful final moment for a fish: You've been took by a hook. And while you are being pulled this way and that, you fight the hook, and you make one last heroic old-school try to let the rest of the boys know that, somehow or another, the Whirling Bird had something to do with it all. It is all in vain, though, because they are hooked right alongside of you, and you all wind up, gaffed and gasping aboard the *Espirito Santo*, and, before you know it, you are frozen fast and frigid, with no future ahead except the dubious honor of being top-billed on Anthony's Grill Salad for the Day, along with the lowly shrimp and lobster.

Let's private-eye the sad plight of Albacore Albert for a moment and go out to the same longitude-latitude spot in the Mexican Pacific ocean to find out just what happened.

You have probably guessed it by now. The "Whirling Bird" was a helicopter (pronounced hell-i-copter and taken from the Greek *helix*, meaning screw, and *pteron*, feather, or screw feather) and Albert got aboard the *Espirito Santo* because, like Roosevelt they "planned it that way."

Several years ago, in November of 1947, to be exact, George Wallace of the American Tunaboat Association, San Diego and the Armstrong-Flint company, distributors for Bell Aircraft Corporation, experimented with the landing and taking off of a helicopter—a Bell Model 47B from the bait-tank canopy of the 103-foot tuna clipper *American Lady* at the Embarcadero in San Diego. The demonstration was a new adaption of the muchly unsung helicopter, which had already been doing a bomber-sized job in water and land rescues where accessibility was impossible for conventional airplanes; power and telephone line patrol work; fire-fighting by the Forest Service; pest control work such as dusting and spraying and seeding to control soil erosion.

What the tuna industry wanted to find out was: Can the 'copters help the tuna fishermen spot fish and is the catch it might help to bring in worth the cost?

First, the pilot of the flying windmill had to find out if he could land the thing on top of a bait-tank roof landing field. The pilot, Fred Bowen, could and did, and observers at that time—Bill Gillis of Van Camp Sea Food Company; President Wade Ambrose of Westgate Sea Products Company, Doug Kelley of Nelson-Kelley Aircraft Co.; Skipper Ralph Madruga of the *American Lady* (used for the test); George A. Wallace, vice president and Charles A. Landers, president of the American Tunaboat Association were all gratified with the outcome.

(*Continued on page 38*)

Pacific Mackerel

Tagging Experiments

(Part Three)

(Here is article No. 3, dealing with the Fish and Wildlife Service's mackerel tagging operations. In the preceding installment, the writers explained the type of tags. The article ended, "Opercular tags, used initially, did not provide a permanent mark and proved useful only in tracing short-term movements in limited areas. Internal 'belly tags' gave an enduring mark and were used on the great majority of tagged fish.")

Two types of tags were used. Initially, all fish were marked with strap opercular tags made of nickel. When clamped those tags measured about 3 mm. by 17 mm. Internal (belly) tags devised for the sardine tagging program were later adopted for use on mackerel. This type, made of nickel-plated steel, was available in two sizes. The larger, measuring 19 x 4 x 0.7 mm., proved most satisfactory, though the smaller, measuring 12.7 x 3.2 x 0.6 mm., was utilized on a few occasions when the catch consisted of unusually small fish. Both opercular and internal tags bore a serial number on the face and the inscription "CF&G" or "CALIF" on the reverse.

MACKEREL have been tagged on vessels ranging from 16 to 100 feet in length. A 29-foot salmon troller turned out to be the smallest on which profitable operations were possible. While it was adequate for small-scale tagging, a larger vessel equipped with a bait tank was found essential when large numbers of fish were to be handled. Though boats of 40 to 50 feet were satisfactory, the Division of Fish and Game research vessel *N. B. Scofield*, which is 100 feet long and is equipped with three large bait wells, proved ideal. Over 2,000 fish have been caught and tagged in one day on the *N. B. Scofield;* about half this number was the maximum on a smaller boat.

When working on boats with small bait tanks, the fish were usually held in an impounding net. The tank was of value when fishing was poor and frequent changes of location were necessary. On larger boats with tanks capable of holding several hundred fish, the impounding net was seldom necessary and on the *N. B. Scofield* was never used.

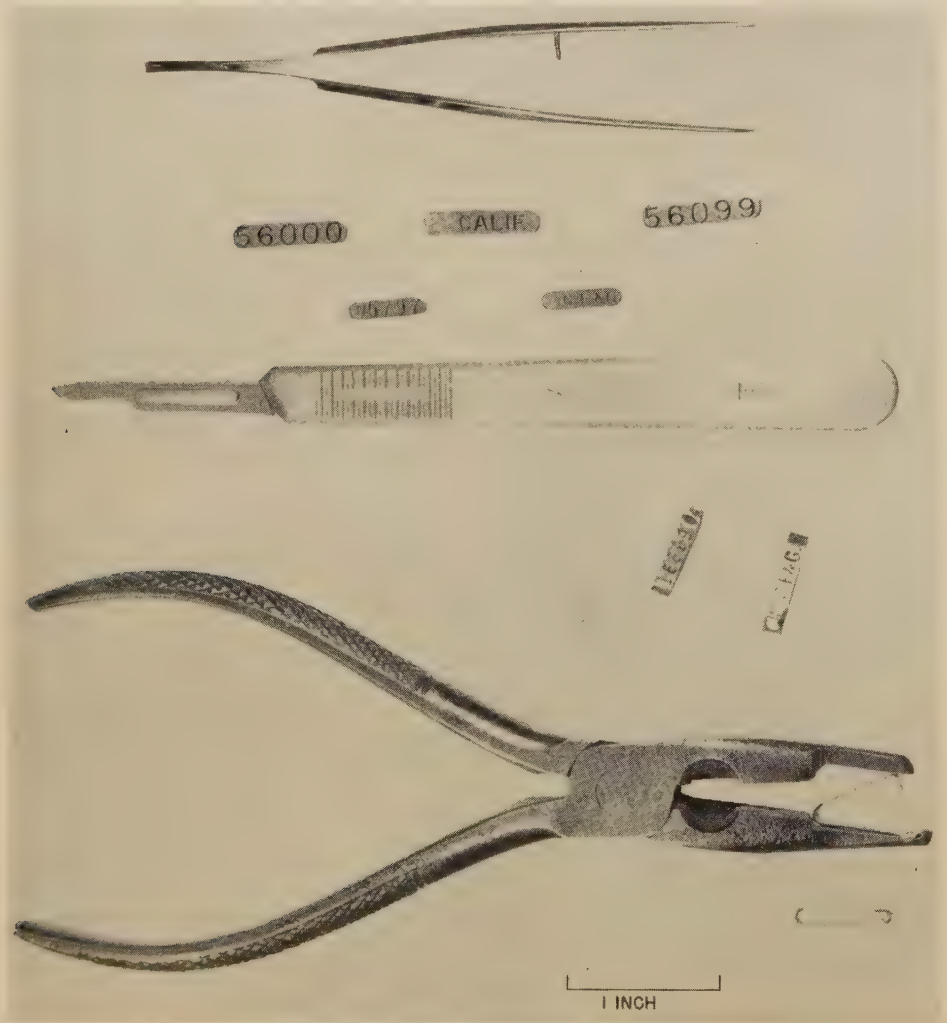
The commercial fishing method of scooping was employed for making the catch whenever possible. The scoop is a long-handled dip net with a deep bag hung on a spring steel hoop about 28 inches in diameter. The fish are first schooled about the boat by throwing out a soupy mixture of ground bait and water. As the fish become excited they rush at each handful of bait as it enters the water, then follow it as it drifts away, only to come rushing back again as another handful is thrown overboard. Soon a regular pattern of movement develops and the fisherman puts his dip-net into the cloud of bait just as the fish enter it from the opposite side. The fish enter the net without seeing it and are lifted aboard. A good fisherman keeps up a regular cadence of throw, dip and lift, and the fish come aboard at an astonishing rate. Twenty per dip is not exceptional.

Ordinary bamboo poles and barbless hooks were utilized when the mackerel would not concentrate in large enough numbers to make scooping practicable. The hooks were feathered or baited depending upon the activity of the school. At times and particularly in Monterey Bay the fish will not school thickly at the surface. The catch then could be made only with baited hand lines.

In California waters, locating schools was generally a matter of simply fishing the grounds currently being worked by the commercial fleet. Off Lower California, where fishing operations are confined to the extreme northern section, schools were often found only after many days of scouting.

Tagging required a team of three men with assistance from a fourth when a large number of fish were to be marked. One man, wearing moderately heavy woolen or cotton gloves, held and measured the fish and dropped it overboard after the tag was applied. The second man applied the tag while the third recorded length and tag number. The fourth man dipped fish from the bait tank or impounding net and passed them to the tagging table; he could

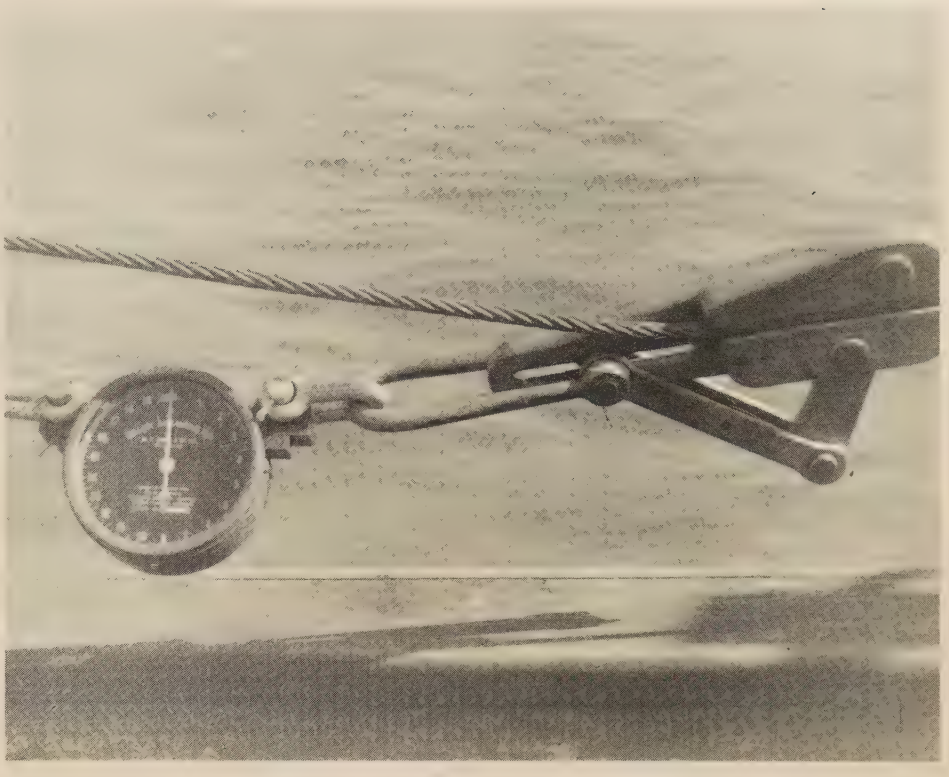
(*Continued on page 43*)



Instruments

Tags and tagging tools. From top to bottom: Forceps for inserting internal tags, internal tags, scalpel for making incision, opercular tags, pliers for crimping opercular tags.

(The first-class piece of equipment pictured on the right has been well-known and extensively used in the East for some time. The case, however, was a bit different on the West Coast, and, earlier this year, Robert E. Dillon, Vice-President of W. C. Dillon & Company, Incorporated, of 5410 West Harrison Street, Chicago, Illinois, undertook to test the Dynamometer under conditions peculiar to this part of the country. The run was made on the *Trask*, a 70-foot fishing vessel owned by Captain Al Mather of Astoria, Oregon, and guests on the dragline maneuvers included Axel Englund, Marine Supply Company of Astoria; Joe Dyer, Oregon State legislator, and W. B. Heil, Western Sales Manager of Hackensack Cable Company. The unit was put to virtually every tough useage imaginable, and the resultant performance caused even the *Trask's* hard-boiled skipper to grunt with satisfaction. Dillon, who was also on the junket, was, needless to say, not at all unhappy with the proceedings, either. Here's some dope on what the Dynamometer amounts to.)



At Work

Illustration shows ease with which Dynamometer is attached to net cable. Ordinary com-a-long grip is used through one of the instrument shackles. After net has been lowered, the com-a-long is snapped onto cable with Dynamometer, and other side of Dynamometer is dead-ended to stanchion. Winch then lets out slack until Dynamometer is assuming full load.

THE DILLON DYNAMOMETER

By WILLIAM HEGEMAN
Marine Press Staff Writer

CERTAIN materials, due to size or other limitations, cannot be tested in a conventional laboratory instrument. They are either too long, too bulky or else must be actually checked in the field. To meet this requirement, the Dillon traction Dynamometer was developed a number of years ago. It is in use today by leading industrial plants, schools and universities and by various branches of the United States Government. A low-cost unit, it offers the most practical solution where accuracy and portability are required.

The Dillon Dynamometer is a distinct departure, of course, from ordinary "spring" measuring devices. It operates through deflection of a special alloy steel beam and requires only .040" movement to indicate a full scale reading. There are no levers or weights to adjust. The instant a load is applied, it is indicated directly in pounds on the dial face. In operations where numerous assemblies must be tested daily, this feature will save valuable time.

Although tolerance between beams is less than .005", each instrument is individually calibrated. Requirements stipulate an accuracy of 2% plus or minus in all ranges. To achieve this, Dillon engineers employ calibrating equipment certified by the U. S. Bureau of Standards. The extreme care used in this work produces instruments well within the rated guarantee.

The alloy beam used in the Dynamometer will retain its resiliency indefinitely. This is due to the care used in selecting and treating the steel. There is no creep or hysteresis. In tests conducted on a rotating cantilever beam fatigue testing machine, the test bar returned to absolute zero after 6,000,000 cycles. It was still able to show a tensile strength of 75,000 pounds P.S.I. Such results are far in excess of a life time of actual service.

Accidental overloads up to 25% can be sustained without injury to the calibration. Since the beam is much heavier than the capacity for which it is rated, such overloads are not serious. Important point to remember is that the safety factor of any unit is double its actual capacity. Both of these features are important since the loading device may at times throw an unexpected strain on the instrument. Full protection is thus assured.

The mechanism of the Dillon Dynamometer includes the deflecting beam and a custom-built gauge movement. This gauge responds to even slight changes in tension. It produces a full scale reading with only .040" deflection. Thus, mechanical devices used in conjunction with the Dynamometer will not require an extended range of travel. Pinion and sector of the gauge are of two unlike metals to eliminate friction. Oil or grease is never required.

Heat or cold have no noticeable effect on the Dynamometer because of its straight beam principle of operation. Unlike a true spring device, it does not open and close as heat rises or cold is introduced. Force acting upon it is equal in all directions. This is due to the fact that the beam is always in an absolute "null" position before tension is applied. Further, since the beam is several times heavier than actually required, its mass is proportionately greater and therefore less subject even to major temperature changes.

LOAD is transmitted to the mechanism by means of a clevis at each end of the beam. Application may be through turn-buckles, air hoists, block and tackle or any other suitable means. Regardless of the position in which the instrument is used, it will give accurate results.

(Continued on page 36)

SILHOUETTE

Jack W. Dowdle

DELIVERY BOY WITH WINGS

(This story of Jack Dowdle, owner-operator of Swift's Air Service, San Diego, California, was finished barely two days before his airplane accident in the waters off Catalina Island. Late in July, Dowdle and a passenger were taxiing for a take-off in an amphibious plane when, due to circumstances not yet determined, the motor of the craft, which was mounted atop the plane, jarred loose and crashed through the fuselage. The still spinning propellor severed both of Dowdle's feet at the ankles. Hospitalized, he requested that the article be run as it was originally written. "Nothing has changed," he said. "Swift Air Service is still going strong; we'll be in business come hell and high water, and I'll be back on the job pretty quick."

•

By STUART ALTON
Marine Press Staff Writer

SOME twenty years ago an Eastern collegian, one Gorg Kataalvo, a merry beginner in the razor-sharp realm of physics, literally uprooted the mental balance of his learned superiors by publicly announcing that all things on earth, whether animate or inanimate, were directly related. As a slide-rule for comparison he used, to prove his point, the cow and the tomato. These elements definitely were related, he held, because neither could ride a bicycle, and the bicycle, quite naturally, was related to both. Which is to say that, on one hand, it lacked four stomachs, and on the other it could not very well be eaten.

Kataalvo's pronunciamento as a matter of record, was quickly denounced as just short of insane by sages everywhere. But the thought had a peculiar hook to it. About ten years ago, when Ralph Waldo Emerson's long-dormant theory of Transcendentalism began to stir again, its advocates, apparently throwing in a bit of Kataalvo, came up with the proposition that everyone's destiny is cut and dried by a single, and, more often than not, inconsequential incident of his youth. If such is fact, then Jack Dowdle, a casual, sun-browned, athletic man of 36, can be glad that he broke a kneecap while making a high dive at San Francisco in 1936. The accident has made him one of the most prominent delivery boys in the world of business.

Dowdle, who is owner of Swift Air Service, in San Diego, California, does not, of course, employ trucks, carrier pigeons or Shanks Mares in his chores. His parcel packing involves the exclusive use of planes, of which he maintains six rip-snorting sky craft ranging from one equipped with pontoons to a heavy cargo job, and back to a waspy little Swift, which has a brand of speed that is more than representative of the organization's trade name. Dowdle's offices are located in the Air Terminal Building, and are presided over by Mrs. Dowdle, the former Frances Elizabeth Slater, a slender, attractive brunette, who, before her marriage, was a perfectly capable secretary in the employ of the Hall-Baker Company of Los Angeles, petroleum geologists. Dowdle's planes are hangared but a few steps from the telephone, and, for the purpose of fulfilling his boast that Swift's is never caught napping, he employs three pilots, with himself acting as auxiliary. He also advertises his home phone for night calls, and these instruments probably could tell a tale.

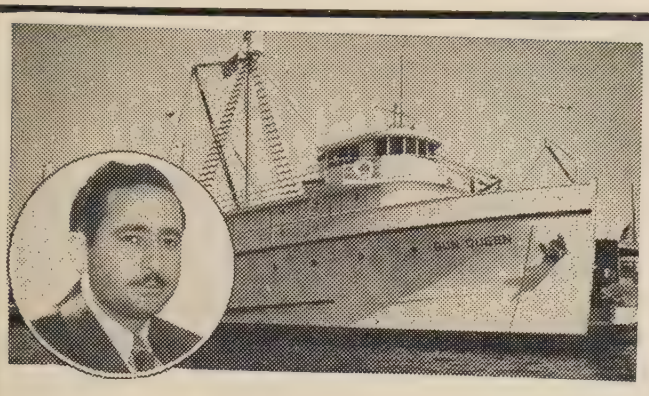
When you read your Dagwood, or Jiggs and Maggie page on Sunday morning, in point of fact, it will have been a Swift Air Service plane that brought it to San Diego, California, from Los Angeles. If your boat is stalled for need of a part near Todos Santos Island, that hum you hear overhead probably will be a Swift plane bringing the item to the rescue. If you should want to send Aunt Hortense a new pair of knitting needles, and Uncle Throckmorton a new pocket knife, a Swift plane will be in the air within minutes, enroute to their home in Dismal Seepage, Kansas. From a standpoint of delivering boat parts, of course, Swift ranks with the best insurance that San Diego's commercial fishing fleet has on deck.

Several months ago, as an example, a wild-eyed individual collared Dowdle as he was coming out of his office one afternoon, shoved a refrigerator part under his nose, and ordered him to stand by. His boat, it developed, had burned out the part and, if it were not fixed within hours, he stood to lose several thousands of dollars in spoiled fish. He was going to make another check, he told Dowdle, and if the necessary repairs could not be made, he wanted a Swift plane to get there fast. Dowdle dutifully assigned a pilot to the job, and the harassed boat owner left. Later, he telephoned Dowdle that his crew had managed to make a temporary repair of the refrigerator and he was so excited that Dowdle failed even to get his name. But the insurance was there. Failing to effect the repair, a new part would have landed on the boat's desk within hours, and the charge would have been $40, a saving of about $3,500 worth of tuna! But delivering boat parts is not the only functioning of Swift's, in its dealing with excited people. The organization has chalked up a number of life-saving jobs also. The trip that Dowdle likes best to recall involved a little girl, who was stricken with polio.

In January, 1946, a call reached his office from a frantic mother in San Diego, asking if he would chance the winter weather in a flight to the famous Sister Kenny in Minneapolis, Minnesota. Doctors, she added, had informed her that the time for treatment via the Kenny method was now or never. Dowdle agreed, thinking that he would have to do the job himself. But apparently he didn't know the temper of his employees, as he had no trouble in getting a co-pilot for the trip. Accompanied by the child's mother, he flew his twin-engine *Cessna* straight through without mishap, although recollection of the blizzards and snow of the Middle West still makes him sweat. "There were moments during that flight that I wished my dad still owned a cattle ranch ,and that I was wrangling beef on the hoof," he says.

Dowdle was born in Tempe, Arizona, August 26, 1913, one of four children. All members of the family still are living. His father, who quit the cattle business in Mexico and Arizona at the insistence of his mother, currently is a small rancher in the San Joaquin Valley. One of Dowdle's sisters, Jane, is Assistant State Attorney-General for Washington, and a brother is a student at Washington State college. Dowdle

(*Continued on page 39*)



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EBB'N FLOW

(*Continued from page 9*)
appear before the Senate Foreign Relations Committee. The subject, in the main, had to do with treaties; the gist of which caused Cary to board a plane for, in turn, Panama, C. Z., Ecuador, Costa Rica and Mexican ports. Upon his return late in the month, he characterized his visits as "public relations, a general discussion of problems facing the countries." Observers, however, saw in Cary's junket much more than that. It could mean that more acceptable treaties were pending; a development in which American Tunaboat was vitally interested.

Fresh Fish Markets:

Simultaneously, Charles E. Jackson, General Manager of National Fisheries Institute, Harald Synnestvedt, President, and Mal Xavier, West Coast representative, called upon Wade Ambrose, President of Westgate Sea Products Company in San Diego. They were interested, they told Ambrose, who also is a director of NFI, in what development, if any, could be looked for in the West Coast fresh fish branch of commercial fishing. A luncheon meeting, calling for general discussion, and composed of all members of the Border City industry was held. ("People must be educated to eat more fish!") The group, after discussions held in San Francisco and San Pedro, California, returned to the Nation's Capitol with plenty of facts and figures.

MORE PLANES

The Atwell Addition:

Airplanes were figuring more in the news each day, and no ship chandlery was fully-equipped without one. So felt Walker Atwell, of Atwell Supply in San Diego, California, and, last month, the firm bought a twin-engine *Cessna*, capable of carrying 1,000 tons of cargo, hangared it at National City, California, Airport, assigned the veteran flier, Lloyd Weldon to the pilot's job, and sat back to await developments. Within a few days it was in the air, on its first emergency flight. Weldon was called by the *High Seas* to perform a service job on the ship at Ensenada, Mexico. He flew a service man the 150-odd miles, landed, and had the repairs completed in 39 minutes.

TOLL OF THE SEA

The Linda:

It started August 2, and, during the month, it seemed as though the Pacific ocean was out to get every vessel that ventured across its surface. First to go was the *Linda*, which was wrecked off Baja, California, near San Geronimo Island. Fishermen Paul Boe, and W. L. Harmon, both of Long Beach, California, were asleep with their vessel at anchor when, about 2:30 a. m., they awoke to discover the ship going down. For three hours the men clung to the wreckage of the sinking ship, and then the *Reno*, passing by, saw their plight and notified the Coast Guard at San Diego, California. Both fishermen were suffering from acute exposure when a mercy plane, piloted by Lt. K. M. Bilderback, USCG, picked them up. They had been in the water for more than three hours.

Sea Lion:

Earl H. Raines, 43, skipper of the fishing boat, *Sea Lion*, and 37-year-old Johnny Lape, both of Long Beach, California, considered themselves lucky. Off North Coronado Island, August 6, their craft suddenly foundered. ("It was like the bottom fell out") and left the men clinging to the slippery bow of the vessel. There they stayed until they were rescued by a passing boat, and, to make matters more interesting, a pair of sharks swam around the 43-foot, 10-ton craft in ever-narrowing circles during the two hours they were in the drink. Raines and Lape later were transferred from the rescue craft to a Coast Guard patrol boat and taken to Ballast Point, near San Diego. Neither suffered ill effects. Raines said the *Sea Lion*, which fishes for High Seas Packing Company, San Diego, was owned by himself and brother, Earl H., of Long Beach, California. The boat was valued at $8500 and was uninsured.

Linda Lee, Judy Alice, Sea Kist:

On August 7, three survivors of the five-man crew of the fishing craft, *Linda Lee*, returned to San Diego, California, with a tale of having drifted aimlessly in heavy seas for almost 2 hours before they were rescued by another fishing vessel. The five men clung to the hull of the capsized vessel for about half an hour. Then the 55-foot boat slid under, and the crew was separated. Survivors were Tandy R. Britt, of 500 W. Broadway, Konstantin Swerilas, National City, and his son, Manuel Swerilas, 17, same address. Still missing were Capt. Victor Gurley, and Samuel Flores, both of San Diego.

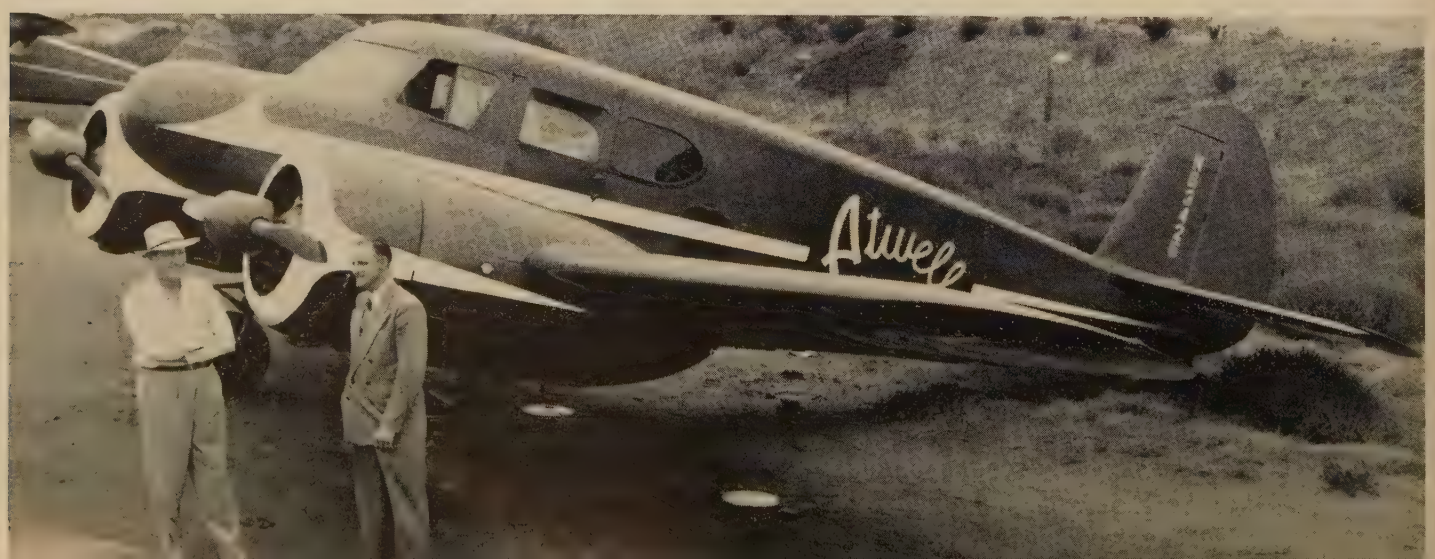
(Meanwhile, the Coast Guard made a rescue flight to Rosario, and Miramar, Baja California, to return the crew of the San Diego fishing vessel *Judy Alice*, which was lost about 200 miles south of here. One member of the crew, Eddie Fossum, suffered a broken leg.)

The *Linda Lee*, 10 days out of San Diego, was under way through heavy seas about 200 miles south of here when she rolled over. "There was no warning. She just rolled over," Swerilas said.

(*Continued on page 28*)

Interested

Walker Atwell, Atwell Supply, San Diego, California, talks over plane's finer points with Don C. Cartwright, Advertising Director, Pan-American Fisherman Magazine.



ROAD AHEAD

(*Continued from page 16*)
and that, whenever practical, the annual meeting of the Association should precede the annual convention of the Pacific Coast Association of Port Authorities to the end that any proposals of the Association suggesting a wider geographical support may be laid before the coast body for consideration.

CONCERNING the tidelands controversy, the following resolution was adopted:

"Whereas this Association repeatedly has affirmed its position that the decision in the case of the United States vs. California is unsound and not supported by any study of the law, and that Congressional action is necessary to thwart a grave and fundamental miscarriage of justice; now, therefore, be it

"Resolved that the California Association of Port Authorities hereby urges the Congress to enact legislation to reinstate, as nearly as may be practicable, the title of the States and their grantees to the beds of the navigable waters within the boundaries of the respective States; and be it further

(*Continued on next page*)

At Breakfast

Association members talk it over at the breakfast table in San Diego's El Cortez hotel before getting down to the day's business. Left to right: C. A. Bland, Traffic Auditor; W. R. Martin, Prsident, Long Beach Harbor Commission; Alvin K. Maddy, Executive Secretary, Long Beach Harbor Commission; Jack Cox, Traffic World magazine; Mrs. W. R. Martin, and M. W. Daubney, Secretary, Long Beach Harbor Commission.

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ROAD AHEAD

(*Continued from page 23*)

"Resolved that the committee in submerged and tidelands be and it thereby is directed to take such steps as it deems expedient to further such legislation."

The Association also expressed its sorrow over the passing of Sampson in the following resolution:

"Whereas death has taken C. S. Sampson, who was so close to us, not only in the industry but as a personal friend, that our name for him was only Bob, without any of the affectation that he so heartily despised; we now, therefore,

"Resolve to do the big and the little things that may confront us in the straightforward and sincere manner of which he is the symbol; and it is further

"Resolved that the Secretary be and he hereby is directed to communicate the sense of this resolution to the bereaved family with the explanation that it says so little because our feeling of personal loss is so intense."

On the recommendation of the nominating committee General Wylie of San Francisco was elected president of the Association for the coming year. Other officers elected were M. W. Daubney of Long Beach, Vice President; Carl Smith of San Francisco, secretary of the State Board of Harbor Commissioners, and past secretary of the Pacific Coast Association of Port Authorities, secretary, and Fred D. Parr, treasurer.

Thanks were expressed to President Goodwin; Lloyd B. Hughes of Oakland, outgoing secretary, and treasurer Fred D. Parr for the excellent manner in which they had conducted the affairs of the Association during the past year. The convention voted to make a financial contribution to assist in defraying the work of the Western Transportation Conference.

On the entertainment portion of the meeting those in attendance enjoyed an official luncheon on August 11 and the same evening journeyed to Tiajuana and the dog races at Caliente. Dinner and entertainment was provided by the Port of San Diego with the assistance of Jack Malley of the Tijuana Greyhound Club.

Another Breakfast Group

John Bate and his wife, Helen, were host and hostess at this table in the El Cortez hotel, during the California Association of Port Authorities.

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PRESS-O-GRAMS

(*Continued from page 7*)

juana, Mexico, dog races and Jai Alai. . . . Mitchell Gondeck of the County Agriculture department broke his wrist when he slipped, fell on the deck of the *Mauretania*, which was docked at San Diego. . . . Manuel Madruga, skipper of the *Olympia*, caught the first albacore ever snagged off Hipalito during August. Madruga lives in San Diego, and is a member of one of the Border City's oldest and most successful commercial fishing families. . . . Bob Alcott and his wife, Jackie, celebrated the latter's birthday on August 30, with three days aboard movie actor Eddie Albert's yacht at Catalina Island, California. Bob came in last trip with a full load, and left early in September hoping he'd do it again. Both are long-time residents of San Diego. . . . Is San Diego's Lynch Shipbuilding Company planning a merger with National Steel and Shipbuilding Corporation of San Diego, California?

DID YOU KNOW DEPARTMENT:

That more than half of all species of vertebrates (animals with backbones) are fish. . . . That fish have adapted themselves to an enormous variety of

(*Continued on next page*)

Milady

By DOROTHY HARVEY

THERE is no more sterling observation under the sun than the old choker, "appearances are deceiving," and certainly it applies in the case of Lydia Burton of Fort Bragg, California. Blue-eyed, brown-haired and weighing on the minus side of one-hundred forty-five pounds, she looks more like a perfectly happy and contented housewife, with nothing but time on her hands, than what she is. But don't let that fool you, companero. At 42, Mrs. Burton is one of the best commercial fishermen in the business, and the term "fishermen" is used deliberately. To class her as a "fisherwoman" would be underselling her, as she asks no quarter from any of her masculine colleagues, and that goes for farming, also.

Mrs. Burton, whose husband is tall, lanky William Burton, owner of the *Tryphena C.*, a northern troller, was born in Riverside, California, October 29, 1907, one of ten children. Her father was a blacksmith, and both parents now are dead. She quit school in 1924 to get married; an event that occurred March 29 of that year, and since, she has been the right arm of her husband. In the early years of her marriage, in fact, she worked at Van Camp Seafood Company's plant in San Diego, packing fish, and, before the purchase of their fishing boat, she helped her husband farm. In this capacity, she learned "Cat Skinning," plowing, discing, and if this were not enough to tax her stamina, she cut cord wood.

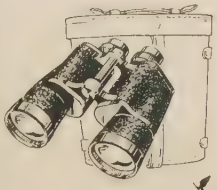
With the coming of the fishing boat, however, she really got into the swim. On their trips out she cooks, stands her own watch and pulls fish. Her husband, needless to say, is her biggest booster. "She's as good as a man any day," he will tell you. "She knows our boat like a book and she's a pretty fair carpenter, too." The couple has one child, a son, Bill, Jr., twenty-three years old. A graduate of Calaveras High School, he wants to make his living flying, and currently is definitely on the road to his goal. Mrs. Burton is an accomplished knitter, and, what time she is not handling her end of the boat, she spends at this pastime. An excellent cook, her specialty is broiling steaks, which, if you haven't had one, is your misfortune. She smokes cigarettes, but cares nothing for the finest of cocktails; plays a mean hand of Pinochle, and likes adventure stories, especially those dealing with the sea. Her ideas of the fishing industry, and the way she expresses them, is a true accolade to commercial fishing. For example:

"I don't know how Bill and I can express our gratitude to this magnificent industry. It has given us freedom, a home, happiness and financial security, in a small way, of course. When people get as old as we are it often is difficult getting jobs. Our little boat is naturally dwarfed by the great clippers, but we feel proud to be at least a small part of such an industry. And we never tire of studying these wonderful people. When first we started fishing, we realized that all we knew about it would fit a thimble. But soon we discovered that to ask was to receive. More than one of Southern California's great clipper Captains helped us out, and their aid surely saved us from many mistakes we ordinarily would have made. It is to these people that Bill and I owe a debt of gratitude that would be hard to pay."

Mrs. Burton is proud of their boat, and she keeps it sparkling like a new kitchen. A vacation to her is merely another trip out to sea, and, in this capacity, she is perfectly happy. She laughs when she recalls her mother's horror when first she announced that she intended to go to sea with her husband. "Mother couldn't figure out anything for me but shipwreck," she explains. "And to the day of her death, she predicted that I was doomed to spend my life on a deserted island somewhere in the Pacific ocean. In addition to this, she felt that fishing was no job for a woman."

environments and only the most extreme conditions, such as the briny waters of the Great Salt Lake, or foully-polluted areas created by man, defies their existence. . . . That they range in size from one-half inch or less, as is the case of the full grown Philippine goby to a possible 70 feet, as the whale shark. . . . That the herring is the most abundant food fish in the world. . . That the age of most fish can be determined from the year marks on their scales. . . . That certain fish have developed specializations for self-protection, such as the electric eels and rays which are capable of imparting a shock sufficiently powerful to knock down a man; and that others have developed lures for catching food, like the angler fish with a structure located on its snout which serves as a line and bait to attract unwary fish into its capacious mouth. . . . That there is doubt whether fish hear at all in the ordinary sense, but probably their "hearing" consists of little more than detection of vibrations in the water. . . . That there is considerable doubt as to the presence of taste in fish. . . . That touch is the most highly developed sense of fish. Organs in the form of buds or small pits in contact with the nerves are distributed over the entire body and are especially numerous in the barbels and feelers. . . . That though we may never know exactly how a fish feels when it is hooked, there is ample evidence that the experience is not sufficiently upsetting to cause even a halt in feeding activities. Frequently fish that have been captured and released are immediately recaptured. . . . . That some fish, such as the ling, may deposit as many as 28 million eggs while others, such as certain species of rays, produce as few as four eggs per season; and that some eggs are extremely minute in size while those of certain sharks are larger than ostrich eggs.

FISHING FLEET BINOCULARS



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That the sense of smell in some fishes is extremely acute and they are attracted from great distances by certain foods. That these and many other interesting fish facts may be found in Fishery Leaflet 132, copies of which may be obtained free upon request from the Division of Information, Fish and Wildlife Service, Washington 25, D. C.

MAN OF THE HOUR

If Captain Lou Brito of the tuna boat, *South Pacific*, which fishes for High Seas Tuna Packing Company, San Diego, California, should decide to run for a local political office, we've got an idea where he could get at least 75 votes. And, while speculating on that assumption, we might say that he would deserve them. In the long history of accommodating fishermen, his recent gesture probably stands up among the best.

Last month, Brito and his crew had taken aboard a full load of fish off Guadalupe Island, and were making preparations to come into San Diego, California. He had plenty of bait left, and the fish were jumping. Flanking his big clipper were around 35 to 40 small boats, and the rub was that none of them had bait. Brito thought over the situation for a moment, and then, even though the gesture meant that his departure would be delayed for some hours, he got on the radio and announced that he would allocate his bait on a basis of "first come, first served."

Naturally, the little boats streaked for the big craft, lined up, and were given scoops of bait, according to their crew complements, and at least 30 of the small vessels later pulled into port with full loads of albacore. To go even further, Brito, even though he fishes for High Seas, showed no partiality to any of the boats who fish for the same cannery. So far as we're concerned, Captain Brito, it would seem that you're a pretty good guy.

THE MAN RYAN

A lot of California Harbor Association delegates, meeting in San Diego, were undecided last month over whether to kiss or kill "Paddy" Ryan, Assistant Traffic Manager, San Diego, California, Harbor Commission. The delegates, aboard the *May Queen*, had been *guaranteed* fish. When Carl Medina had stopped his big clipper for that purpose, the delegates were lined up on the top deck, with "Paddy" and several henchmen below. To the hook of each was attached a can of tuna—placed there by the gentlemen mentioned—and with a certain amount of jerking on the lines to give the illusion that a whale had taken hold. The lines, of course, were held back and under, and some of the gentlemen thought that his fish had skittered under the boat. When the hook was released, affording the fisherman a view of what he had "hooked," some of the remarks that came floating down on "Paddy's" head caused him to duck.

BROTHERS ARE A GOOD THING

Ellis A. Clemmons of Pacific Beach, California, is one man who is willing to admit that a brother is a perfectly desirable element. Aboard the cabin cruiser, *Alibi II*, he was swept overboard when a 10-foot comber struck the craft off Point Loma, California, August 8. He was pulled from the water after his brother, Ellis A. Clemens of San Diego, swam to him with a lifeline, and was taken later to the Naval Hospital by the Coast Guard boat *Perseus*. Clemmons was uninjured, but plenty shaken up.

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San Diego Observer

By SEYMOUR FRANCIS

SO the United States Senate has unanimously advised ratification of three important fisheries treaties? A press release from the Secretary of State in Washington says so, and, if I can read the tone of the document correctly, then the State Department is rather happy about the matter. No wonder, as the effect of the treaties can only react in the common good for any number of reasons.

Two of these treaties involve the tuna fisheries of the Eastern Pacific ocean, i. e., the Convention between the United States and Mexico for the establishment of an International Commission for the scientific investigation of tuna, signed at Mexico City January 25, 1949; and the Convention between the United States and Costa Rica for setting up an Inter-American Tropical Tuna Commission, signed at Washington May 31, 1949. The third, the International Convention for the Northwest Atlantic Fisheries, signed under the date of February 8, 1949, involves the Northwest Atlantic species of fish that are of international interest. Countries to the latter are, of course, Canada (Newfoundland included), Denmark, France, Iceland, Italy, Norway, Portugal, Spain, United Kingdom, and United States. These countries all have fishing interests in the area, and all three treaties establish commissions charged with scientifically investigating the particular fisheries. No regulatory powers are involved, although, in the case of Northwest Atlantic Fisheries, it is thought that the individual governments may issue regulations upon the Commission's recommendation.

The fisheries concerned supply the American people with more than 1,000,000,000 pounds of protein food supply each year. The West Coast tuna industry caught enough fish in 1948 to fill 7,000,000 cases, or an output that is said to represent the greatest cash crop of fish taken out of any ocean. The estimated value wholesale was $125,000,000. Herein, naturally, lies the beauty of the treaty dealing with tuna. There has been comparatively little investigation of a scientific nature in support of the species that back this fishery, and further knowledge has been obviously essential to protect the tuna, as the tuna industry still is expanding rapidly. In the case of the Northwest Atlantic, the oldest Fishery in America, stock depletion has been evident for many years, and has been particularly acute on the New England banks. The value of the treaty here does not need explanation. Now all that is left before we get rolling is an early ratification by other nations involved, and it looks like a cinch, now that the United States Senate has gone all out in favor of them. . . .

BEING an oyster man myself, and one, moreover, who can't quite get enough of them to eat, I was interested in some facts that came over the desk recently, regarding the crusty old bi-valve. For instance, did you know that the domestic pack of canned oysters amounted to more than 357,000 standard cases during 1948, valued at more than $5,000,000 to packers . . . that while oysters are canned in 48 plants in the country, most of the pack came out of Louisiana, with Mississippi and Washington following in that order . . . that oyster canning was first established in Chesapeake Bay, but no canning takes place in that area now . . . that only about 7 per cent of the raw material finds its way into a can of oysters, and the balance, or 93 per cent, consists of shells, lost juice or nectar . . . that the label on a can of oysters usually indicates the drained weight of the oyster meats, rather than the net weight of the total contents . . . that 80,000,000 pounds of oyster meats are produced annually in the United States, of which 13 per cent are used in canning—the balance being sold fresh-shucked or in the shell?

EBB'N FLOW

(*Continued from page 22*)

"We hung on to the hull for about half an hour," Britt related. "Then the hull went down. We floated for more than an hour before we were picked up." The survivors were picked up by the fishing boat *Buao Viage*, which searched the area fruitlessly for the skipper, and Flores. The survivors later were transferred to the San Diego-bound fishing boat *La Belle*, which brought them into port.

Monte Kingsbury, owner of the boat, said the *Linda Lee* was covered by insurance. It had been fishing out of San Diego for several years. It had 2½ to 3 tons of albacore aboard at the time of the accident. Its capacity was 19 tons.

Engine Trouble:

Dan Wygold, skipper, said the *Judy Alice*, a converted LCVP, developed engine trouble off the coast of Baja California about 275 miles south of San Diego. Wygold and Fossum anchored the craft, then a heavy sea capsized it and washed it up on the rocks near shore. Fossum, his left leg broken in two places when the vessel overturned, rode a piece of wreckage to shore, and Wygold swam.

Ashore, they were picked up by a truck, and taken nearly 100 miles over an extremely rough road to Miramar, where Fossum was left. Wygold made

(*Continued on page 30*)

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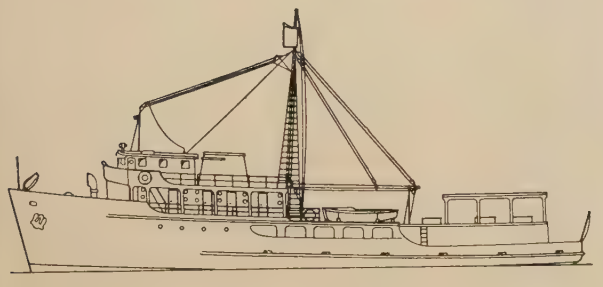

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EBB'N FLOW

(*Continued from page 28*)

his way to Rosario, southern terminal of the telephone line in Baja California, where he telephoned the Coast Guard for help.

Meanwhile, three survivors of the fishing boat *Sea Kist* were taken to San Martin Island by the fishing vessel *Margaret*. The *Margaret* radioed the Coast Guard that the *Sea Kist* was sinking, and that the *Margaret* had picked up the three-man crew and was taking them to San Martin.

The crew included Roland Thompson, of Balboa, skipper; Cladis Bone, of Newport, and Lester Charles, of Costa Mesa.

The *Visitor I* put lines on the *Sea Kist* and attempted to tow it. Only a little of the bow of the *Sea Kist* was above water, the Coast Guard reported. The *Sea Kist* developed trouble 25 miles southwest of Cape Colnett, 135 miles south of San Diego.

The Carobob

Five persons were injured in a fire, and two explosions aboard the fishing boat *Carobob*, on August 10, while the vessel was moored at the Embarcadero in San Diego. The injured were: Paul Gomez, 28, of 3544 Victory St., co-owner of the boat, first degree burns on face, and head. Edith Rogers, 34, of 3344 Hill St., a boat broker, burns on legs, body, and arms. Edmund Silva, 31, of 3431 Kenyon St., co-owner, third degree burns on arms, face, and body. (In the engine room at the time of the first blast, he was most seriously burned.) Fire Lt. T. E. Sikes, 41, first and second degree burns on the face, arms, and head. Fireman R. H. Turner, 32, first, and second degree burns on the head, and shoulders.

The first three were injured in the initial blast. Gomez was hurled overboard by the explosion, and was rescued from the water by an unidentified fisherman from a nearby boat. He was taken to Naval Hospital in an ambulance from the Coast Guard Air Station. Silva, and Mrs. Rogers also were taken to Naval Hospital. Gomez and Mrs. Rogers were released after treatment.

The firemen were injured in the second blast, which occurred a few minutes after they boarded the boat. They were given first aid at the scene, then taken to a private physician for treatment.

The first explosion came about 10:10 a. m. It apparently was caused by gasoline fumes in the bilge which ignited when the crew started the motor. The second explosion, a smaller one, came when the fire reached into a second compartment, and the gas fumes "let go" the fire chief said. A "wall of fire" engulfed the injured firemen.

Firemen from three engine companies, and a truck company poured water into the vessel for about 20 minutes before they brought the fire under control. The fireboat *Bill Kettner* moved alongside the *Carobob* and kept her afloat by pumping out the water. Standing by were two engines from the Coast Guard Air Station, the fire-police patrol boat, and two Coast Guard patrol boats. After the fire had been extinguished and the boat pumped out, it was moved about 400 feet out from the embarcadero as a safety measure.

Edna A.

The 32-foot fishing boat *Edna A.* vanished in a gasoline blast off the Coronado Islands, a few minutes after L. Kupapt, master of the craft, and a crewman had been rescued by the *Riba*, out of Los Angeles.

Arthur Jones of San Diego, California, who was fishing nearby, said that first he saw smoke rising from the *Edna A.* A few minutes later there was a sharp explosion. The craft Jones was on sped toward the *Edna A.* By the time it drew near the *Riba* was circling the rapidly

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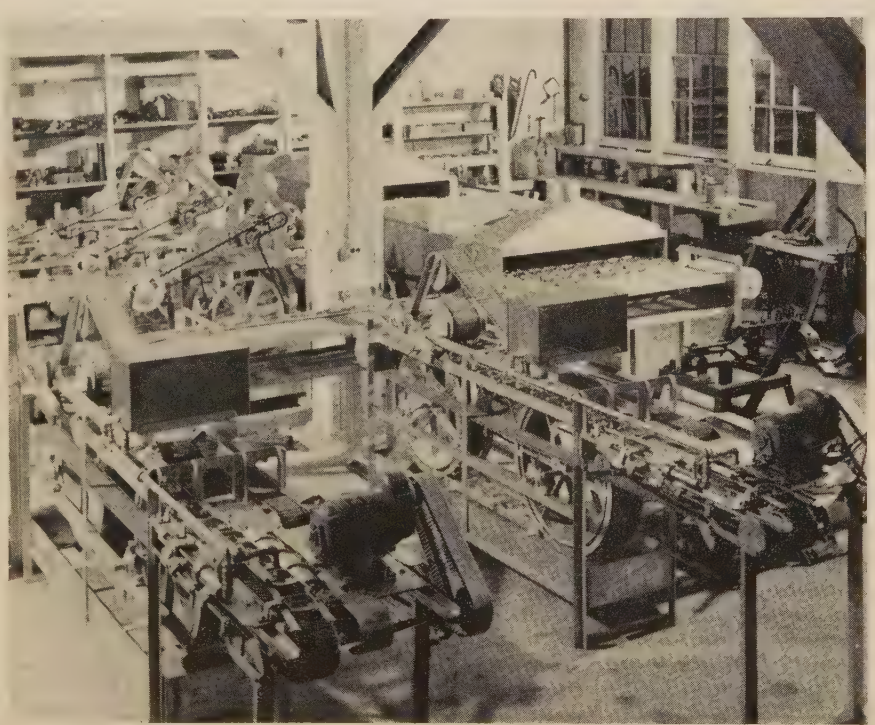

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burning vessel and someone called: "Keep clear, she's still got 180 gallons of gas." Jones said he was about 200 yards from the *Edna A.* when the 180 gallons "let go."

Alamo, Patsy

Two survivors of the fishing boat *Alamo* were picked up off Geronimo Island, 200 miles south of San Diego, California, and were received by the Coast Guard. The boat sank August 22. The High Seas Tuna Packing Company, of San Diego, for which the *Alamo* fished, said that two men was the normal complement of the small craft. The skipper of the *Konoa Grande*, which picked up the men, said they were suffering from lack of food, and exposure, but were in good condition. At Los Angeles, August 21, the *Patsy*, 40-foot fishing boat, sank just outside the harbor breakwater. Three men were aboard, and swam 500 yards through rough water to rocks of the breakwater. They clung there until picked up by a Coast Guard rescue crew. None were able to tell what caused the boat to sink.

The Conqueror:

Five of nine survivors of the wrecking of the tunaboat *Conqueror* reached San Diego, California, aboard a Coast Guard rescue plane on August 27, along with the body of Edward Rodriguez, 32, fisherman, lost in the sea tragedy. Earlier, three survivors of the wreck had been returned by rescue plane, and two other crew-men, Weto Maramountes, and Joe Tarantino, were returned aboard the *Calistar*. The August 2 arrivals, bruised, weary, and dirty, told of being swept from the $200,000 *Conqueror* by a huge swell after the boat grounded at 4 a. m., earlier in the month on Asuncion Island, 430 miles south of San Diego. Lost with the vessel was a 100-ton tuna cargo. Skipper John Rippo, 31, of San Diego, California, said the 87-foot *Conqueror* was "off course" with visibility poor as a result of darkness, and haze, when it went aground.

"A big swell hit us and some of us went overboard at the same time," he said. "The skiff, and a speedboat and nets went over, and there were debris, and obstacles all around. It was plenty rough out there."

(*Continued on page 32*)

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Golden Gate

By JOHN Q. ALLEN

A GREAT deal of interest has cropped up in this territory over Iceland's test of a new floating trawl, and, after poking about a bit I got this dope on the operation from Carl B. Tendick, the San Pedro, California, representative of the United States Fish and Wildlife Service, Branch of Commercial Fisheries:

Soon after the news was released about the new-type Danish floating trawl, the Director of the Purchasing Department of the Union of Icelandic Fishing Vessel Owners made a trip to Skagen, Denmark, to secure the patent right for the Danish trawl, according to a report from the American Legation at Reykjavik. The trip resulted in concluding a contract with Robert Larson, the Danish inventor of the floating trawl, whereby the Icelanders acquired the right to manufacture the trawl in Iceland for the use of the Icelandic fishing fleets only. For each trawl produced in Iceland, 20 pounds sterling (approximately $80.60) will be paid to the inventor, provided a patent is obtained by the inventor from the Danish authorities. A condition was agreed upon that the trawls would not be manufactured for export.

Larson sent the Union the drawings and specifications of the trawl, and one sample, presently is being manufactured in a factory at Akranes. (It is reported that a Swedish netting company at Gothenburg offered to sell the Union similar floating trawls). Akranes fishermen have offered to test the Icelandic-manufactured trawl as well as an imported one in May or June off the Snaefells Peninsula, where drift-net herring fishing is usually conducted from the beginning of March to the end of June. After a trial test is made of the trawl, the Icelanders will be able to decide its applicability in local waters.

According to the Union, there is reason to believe that employment of this trawl will be of great importance for the Icelanders, in that it will enable fishing vessels to search for herring all year round. The floating trawl may act as an excellent substitute for the drift net, and thereby increase the catches of herring. In the North Coast herring fisheries the vessels will continue to use purse-seine nets. There is also reason to believe that the Danish trawl may be employed in the cod fishery. The inventor states that, with some slight adjustments in the trawl, it could be utilized in groundfish fisheries. The inventor further states that the Danes, and others will experiment with the Danish trawl off the coast of Greenland this summer, and the Icelanders plan to try its effectiveness in the same area.

The trawl itself is about 36 fathoms long; the net is square shaped, and 30 fathoms long; each of the four wings is 6 fathoms in length. The net is widest at its mouth, each side measuring 8 fathoms and gradually tapering to an ordinary bag. At its mouth, the trawl measures 256 square meters (2,755 square feet.) The space between the wings at the trawl's mouth measures 2 fathoms, from which the wings gradually taper down to a point. There are 30 meshes at the wings narrowest point. The trawl is buoyed by 24 floats; 12 floats in the space between the wings, and 6 on each wing. The size of the meshes are 16 mm. (.62 in.), 34 mm. (1.34 in.) 46 mm. (1.81 in.) 58 mm. (2.28 in.) 68 mm. (2.7 in.). In order to keep the trawl open, chains are employed as counterweights along the lower edge of the trawl. A 2½-inch rope is attached to all the edges, forming a loop at each corner where the sides converge. From the loop there extend four wires, each measuring 23 fathoms in length.

THESE four wires are again attached to two 2¼-inch wires from each boat, one for the upper, two and one for the lower two. Two 154-pound weights are attached to the lower wires, i.e., those attached to the bottom sides of the trawl.

EBB'N FLOW

(*Continued from page 31*)

Rippo and Rodriguez may have been hit by the skiff, or wreckage but the others managed to scramble through surf to safety. Rodriguez was found dead on the beach 7 hours later after a search by crew members, had suffered a deep cut over the left eye. The survivors buried Rodriguez for protection from huge coyotes ranging desert country in the area, and then Maramontes and Tarantino undertook to reach Turtle Bay to summon aid. Finally flagging a truck, they completed a 90-mile journey in 15 hours. Rippo said the *Conqueror*, its bottom ripped out when it beached meanwhile was slowly beaten to pieces by continuing swells. He said the craft, owned by himself, and several others, was insured.

Georgia Boy:

The brand new 43-foot purse seiner *Georgia Boy* of Los Angeles, rammed the harbor breakwater, split, in two, and sank almost immediately. Another fishing boat, the *California Republic*, following the *Georgia Boy*, also piled into the breakwater, but was only slightly damaged, and was able to back off. The four members of the *Georgia Boy's* crew, thrown into the water by the crash, were rescued by the *California Republic*. Rescued were Richard J. Francis, of Long Beach, and Oren Brooks, of Lomita. The *Georgia Boy* was carrying a 15-ton cargo of albacore.

The Volga Incident:

A 12-year old boy, his father, and the skipper of a wrecked fishing boat were rescued 200 miles south of San Diego, August 12, after wandering through hot, rugged country for nearly a week, with only a quart of water among them. All three were from Los Angeles. Under a broiling Baja California sun that sometimes shot the temperature to 120 degrees, they wandered over mountainous, brush-covered land. Thorns tore their shoes, and clothing, and coyotes lurked near their trail. Lee McIntyre, seventh grade pupil at Luther Burbank School, came through the ordeal in good condition. "He is a better man than I am," admitted Ralph Franklin, 36, skipper of the ill-fated *Volga*.

Franklin and the boy arrived here at 4:49 p. m. aboard a Coast Guard PBM, which picked them up at San Carlos anchorage. The plane, which carried supplies for a ground search that fortunately proved unnecessary was one of the three Coast Guard aircraft participating in the rescue. Twenty-one airmen, and two trackers from the Mexican Army garrison at Ensenada engaged in the operations. The three man fishing crew was guided to Punta San Carlos by a Mexican seaweed cutter, whose two-tent camp they found after their 38-foot fishing boat grounded at Punta Bluff, 205 miles south of San Diego.

Lee's father, James B. McIntyre, 37, remained in Mexico to attempt to salvage the craft, which went aground August 5, at 4 o'clock in the morning. The boat was "demolished," Franklin said, at Punta Bluff, 7 miles northwest of Desembarcadero de Santa Catarina. The trio walked inland, missing the coastal village that serves as an anchorage for the inland town of Santa Catarina. Franklin estimated they covered 50 miles afoot. The skipper and the McIntyres twice separated. Franklin, whose tennis shoes were shredded by the rugged terrain, hobbled into the camp of agar harvesters. The Mexicans took him to Punta San Carlos, 4½ miles northwest of the Point where the *Volga* went aground. He went aboard the fishing boat *Marion E.* and the Coast Guard was radioed of the trio's plight by another fishing craft, the *Lena Jean*.

The McIntyres found the agar camp at 9 or 10 a. m., the 12-year-old estimated, and were guided to the

(*Continued on page 34*)

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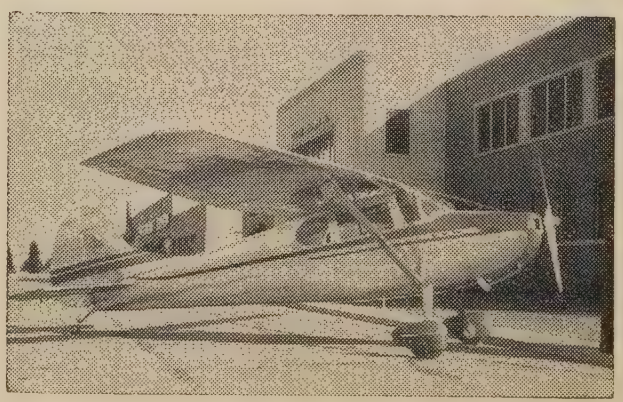

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Terminal Tidings

By JERRY LEE PECHT

REGARDLESS of what develops in the controversial Japanese tuna fishing picture in the future, it is quite certain that the details will be studied from stem to stern by French Sardine Company's Don Loker, of Terminal Island, California. A good example of this is illustrated in a letter recently compiled by Loker, and sent to such men as Roy Beaton of California Fish Canners Association, Terminal Island, and to Senators and Representatives to Congress. Here it is; it speaks for itself:

"As chairman of the Fishery Products Committee of the National Canners Association a rumor has been brought to my attention that I believe is of more than passing interest to all of us connected with the tuna industry here in the United States.

"This rumor concerns the possibility of *SCAP* sending out a tuna fishing expedition to explore and fish in the trust territory sometime this fall. The purpose of this proposed expedition is not explained in the rumor, but one would naturally suppose that it would be primarily for the testing of public reaction toward the re-entry of Japan into unrestricted worldwide fishing, and secondarily, for the purpose of procuring a raw product they would be able to exchange for dollars, inasmuch as the Japanese nationals almost never have the wherewithal to purchase a can of tuna.

"When Mr. E. W. Allen, Mr. Fritz Bundy and I were in Japan last April and May, it was clearly understood by our mission that *SCAP* would not entertain any proposal for the relaxation of Japanese restrictions until they were convinced that the Japanese were meticulously working within the carefully established rules presently in effect. The confidence that our mission had in this expressed feeling was certainly indicated in the body of our report which has been made public through the Fish and Wildlife Service of the Department of Interior. The question of whether tariffs would be imposed on tuna produced in that area had not even come up for consideration or decision, by the Supreme Commander. This, of course, would take considerable time to resolve and it would seem most unwise that the Japanese should be allowed in that territory either for the purpose of fishing or for the purpose of setting up canneries until these various points are carefully determined.

"THE experience of our mission in Japan proved to us that *SCAP* was most anxious to employ native fisheries for the purpose of helping to rehabilitate the economy of Japan, but definitely not at the expense of, or in any way a danger to, the tuna fishing industry of the United States. With that knowledge in mind and risking the possible chance of appearing premature in placing credence in this rumor, I wonder if you agree with me in thinking that it would be a splendid idea for you and members of your association to write your Congressmen and Senators expressing your views on this matter and petitioning them to use their influence to (1) protect our industry, (2) to oppose any relaxation of the *SCAP* rules in effect at the present time and (3) to assure the tuna fishing folks in the United States that they will be called in for the purpose of expressing their opinion on any proposed changes of the concerned regulations now and in the future. And I am happy to remind you that General MacArthur clearly indicated his accord with the suggestion that we have a vocal opportunity in any discussion of those future changes. Please help me with your thinking on this matter.

"Sincerely,

FRENCH SARDINE
COMPANY, INC.
"D. P. Loker."

On the surface then, it becomes quite obvious that the West Coast fisherman is being protected, and certainly he owes a bit to men like Loker. Few of us realize, I believe, just what such interest and representation can mean to a business man so busy as many of those engaged in watching such government moves.

EBB'N FLOW

(*Continued from page 32*)

anchorage by the same Mexicans who had assisted Franklin. The first of the three Coast Guard planes, a PBY, was en route to the vicinity before the father and son found the camp, and its crew spotted them on the coast about 2 p. m.

The Star:

A collision with the submarine *Barbero* in the channel entrance off Point Loma, California, early in August, left the 35-foot fishboat *Star*, of Santa Monica, California, in near-sinking condition but the boat's two crewmen were rescued by the sub, and the damaged craft was towed into port. The collision occurred soon after midnight as the sub was returning from operations and the fishboat was leaving the harbor. Water rushed into the smaller vessel through damaged planking, but a rubber lifeboat was ordered launched by Lt. Comdr. C. P. Callahan Jr., of Coronado, skipper of the sub and, within a few minutes, seamen had removed Harry DeWitt, owner of the boat, and A. R. Woodward, of Port Hueneme.

The boat was taken in tow about 1 a. m. by the fishing vessel *Betty Lee*, which came upon the derelict and learned in a radio exchange with the Coast Guard that it had been involved in the crash. Meanwhile two other fishboats, the *Marlin VII* and *Grey Dawn*, reported searching the area 2 hours for possible survivors before learning the crew had been taken off by the submarine.

THE BATES AMENDMENT

Detrimental?

George Clemens, secretary of the Monterey Fish Processors Association, last month had an explanation for Congressman E. K. Bramblett "no" vote on the 75 cent an hour minimum wage law. Clemens said Bramblett told the association he voted against the bill because of an amendment which would be detrimental to the local fish canning industry. The amendment, proposed by Representative Bates of Massachusetts, would have brought the fish canning industry under provisions of the 40-hour week except for a 14-week exemption. Under the present regulation cannery workers got paid overtime for anything over 48 hours a week, during the canning season, or anything over eight hours a day.

During the off-season, maintenance workers and other year round employes were on a 40-hour week, except when actual canning operations are under way. The Monterey Fish Processors Association had been aware of the Bates amendment, Clemens said, and had kept

in touch with Bramblett during the discussion of the bill. Bramblett notified the association his vote against the 75 cent minimum wage bill was made only because of the Bates amendment, Clemens said. The 75 cent an hour provision had no effect on the fish industry Clemens said, since the minimums paid under existing contracts are $1.37 an hour for women, and $1.44 for men. Meanwhile Lester Caveny, business agent for the AFL Cannery Workers Union, said he saw no reason why the local industry should be exempt from provisions of the 40-hour week. The 40-hour week is becoming accepted in almost every industry." Caveny said, "It would not materially increase labor costs in the sardine industry."

MORE RESEARCH

Government at Sea:

The Fish and Wildlife Service tuna boat *Oregon* left for the fishing grounds on August 8. The vessel will be operated in waters adjacent to the coast of Washington, British Columbia, and Alaska, in an attempt to secure more information concerning the abundance and migrations of albacore tuna in these waters. If tuna are found in Alaska waters, an attempt will be made to extend knowledge concerning their northward, and offshore range.

The vessel will be equipped for live bait, jig, and deep trolling; and also will run some experimental flag line gear if conditions are favorable. Since one of the objectives of the operation is to render service to the tuna fleet, four radio announcements will be made daily giving all information which might be of value to the tuna fishermen. These announcements will be made on frequency 2616 at 7:45 a. m.; 11:45 a. m.; 3:45 p. m.; and 7:45 p. m., all times given being PST.

The operation also will maintain radio contact with the Canadian vessels conducting a similar survey, in order to exchange information and correlate the work. The *Oregon* will be accompanied, aside from its crew, by a fishery engineer, and a biologist to supervise scientific work on board. The work is under the auspices of the Branch of Commercial Fisheries, Section of Exploratory Fishing. Harold E. Crowther directs overall activities of this section; J. G. Ellson is in charge of activities in Washington, and Alaska. Sheldon W. Johnson will command the *Oregon* during the tuna trip.

NEWCOMER

The Exalibur

Avondale Marine Ways, Incorporated, New Orleans shipyards, launched the second of a series of three tuna clippers for the west coast fishing industry, Wednesday, August 10. The *Exalibur* owned by a group of San Diego business men was sponsored by Mrs. Avalino Gonsalves. Captain Gonsalves, the captain of this fast fishing boat, is the youngest tuna clipper captain in the industry.

The *Excalibur*, is a sister ship of the *Sea Magic* recently launched by Avondale, whose speed was clocked at 12.4 miles per hour on her trial run. Chief Engineer Alfred J. Mitchell said the craft had 900 H.P. diesel main engine, 2-75 K.W. diesel driven generators, 4 large Worthington Ammonia compressors, and tremendous sea water bait pumps. The *Excalibur* is 121 feet long,

(*Continued on page 41*)

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MEN & MACHINERY

(*Continued from page 19*)

For checking purposes, a red maximum hand is provided on all Model AN Dynamometers. This is pushed forward by the main indicator which is white. After tension is released, the white hand returns to zero leaving the red hand at peak point of load. The reading is taken, and the red hand is then returned to zero by means of a reset knob in the center of the dial glass. This arrangement eliminates possibility of error should operator release load before a reading has been made.

Nine different capacities of Dillon Dynamometers are available. The lowest is calibrated from 0 to 500 pounds —the highest from 0-20,000 pounds. All are identical, however, in size and weight. They can be quickly interchanged in the same mechanical setup. Because of the extreme portability of the unit, it can be moved about easily from place to place wherever the job may be.

Supplied with each Dynamometer is a set of high carbon steel clevises. These are drop-forged and heat treated for added strength. Safety factor when used with low capacity instruments is actually triple the instrument rating. Safety factor when used with 0-20,000 pound instrument is in excess of 15,000 pounds. Throat clearance is 1 1/16". If hooks thicker than this are to be employed, a suitable ring may be inserted in the clevis first. Otherwise, clevises may be removed and replaced with any type of special fitting.

All parts of the Dynamometer are made to withstand rough usage. The case is heavy metal—dial is 22 gauge brass. The entire assembly is protected by a ¼" thick shatter-proof safety glass crystal. In laboratory or field work, in every kind of weather, this precision instrument will stand the gaff.

Castings are painted with one coat of zinc chromate primer and two coats of machinery gray enamel baked on. Steel parts are heavily plated. Rust or normally corrosive atmosphere can have no effect on the life of the instrument. It will give many years of satisfactory service.

BECAUSE they are all the same size and same weight regardless of capacity, Dillon Dynamometers are readily interchangeable with each other. Thus, if a costly test setup is designed for a working tension of 500 pounds and it is later decided that a 2500 pound load would be better, there is an interchangeable Dillon Dynamometer to take care of the situation.

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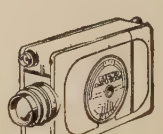

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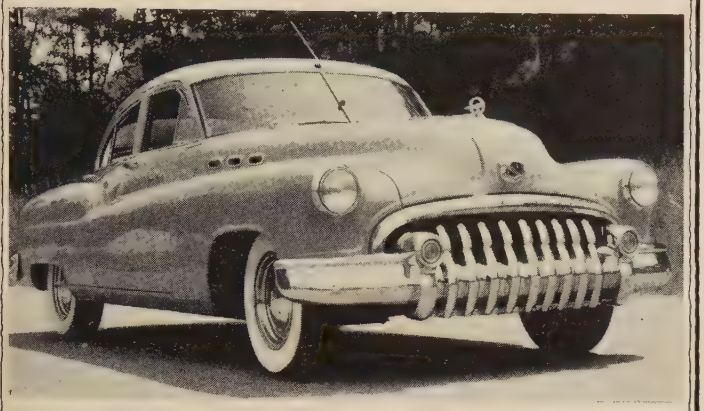

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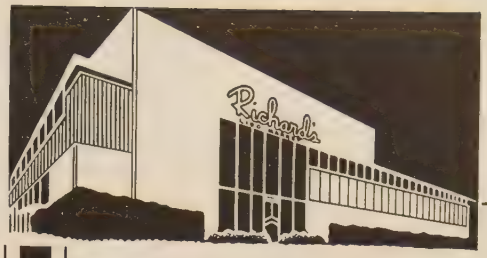

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INNOVATION

(*Continued from page 17*)

Even then, they could see that the helicopter, with pontoons instead of wheels for landing gear, possibly could spot the albacore faster and make much less trouble than conventional planes, which had to land in the water beside the ship and then be picked up with a winch and boom-gear. Sometimes the water gets rough out there, as any tuna fisherman will tell you, and it would be like landing on a series of high bunkers, such as provided on any hole of the "short nine" of the Municipal Golf Course here in this Heaven on Earth, which, when it is water and you are in a light conventional plane with pontoons, is plenty bumpy, and sometimes impossible. But a helicopter is different. Rough sea or not, when the "fan flier" starts its descent, the water flattens out like San Diego Bay and the pilot makes his own landing spot, whether beside the mother ship or elsewhere.

To make a long story longer, the fishing men experimented, and talked about the idea for awhile, but kept right on bringing in the fish in slower fashion; that is, until August 22 last, when the big clipper *Espirito Santo,* skippered by Joe Machado, prepared to put to sea with a helicopter, appropriately named the *Tuna Scout,* on top of canopy above the bait tank.

ACCORDING to Bates Harper, manager of Van Camp Sea Food Company, for which the *Espirito Santo* and her crew fish, it was the first time a helicopter has been used here to aid tuna fishermen in their farflung search for the elusive chicken of the sea. Harry R. Waters, of Palo Alto, United Helicopter's experimental pilot put the 3-place craft through takeoffs and landings from the ship on August 30, and he repeatedly lifted the "Scout" from its small mooring space on the 11x15-foot bait tank canopy of the 137-foot *Espirito Santo,* and landed it on its rubberized fabric pontoons, either in the water or back on the boat. It is the same 'copter in which a San Francisco boy was rescued in the High Sierra recently when other means failed.

The helicopter can take off in 6 seconds, compared to 30-90 seconds needed by similar planes, Watson said. Two and a half hours cruising is possible with the 27-gallon gasoline tank, a 150-mile range of the fishing craft. While some tuna clippers have been using light conventional planes, such as the *Luscombe* seaplane, flying off of the ill-fated *Liberator,* for such commercial scouting, the helicopter can land and take off on the rough open sea or hover a few inches above the biggest waves for as long as needed to point out bait and tuna schools and identify schools and types of fish.

Aboard
The 'Copter at Sea.

The 'copter has a plexiglass cockpit and the rotary-bladed plane is powered by a 178-horsepower, air-cooled engine. The pilot, co-pilot and observer have an unobstructed view of the water.

The Rev. Fr. Daniel O'Donoghue served in his first official act as newly-appointed Chaplain of the Port of San Diego when he gave his blessing on the helicopter aboard the *Espirto Santo* during the recent experimental tests. Other guests aboard were Rev. Fr. James A. Armitage, editor of the Southern Cross; W. J. Gillis of San Pedro, assistant production manager of Van Camp Sea Food Company, and Van Camp employees and families.

The helicopter's flying characteristics will allow operation from standing still or hovering in the air, to 85 MPH in all directions. That means it can go forward, backward and sideways ranging from sea level to an altitude of 12,000 feet. The safety factor is extremely high compared to conventional aircraft, since engine failure does not make it necessary to look for a landing field with the proper angle of glide. An automatic clutch will disengage the rotors in case of a helicopter engine failure, and the pilot controls his descent by the pitch of the prop.

The facts are well known that an aerial spotter can far out-spot the crow's nest operator, and that an aerial spotter can cover, in a short time, an area that would take the clipper itself a matter of days. The pilot of the helicopter can maintain his altitude and, something aerial spotters in conventional planes cannot do, he can also maintain his fore and aft position to get a good sharp look at a school of fish, estimate its size and its directional course and can direct to the scene the *Espirito Santo,* or any other clipper to which it may be attached. Before long this should be happening to tons and tons of tuna fish — cutting down the time at sea and bringing in the golden catch quicker, oftener and easier. The tuna fishermen is quick to catch on to the advancements of modern science—to make them work for him—and it would not surprise this writer, if, at some time in the near future, the wiser heads of the fishing industry will be dropping a magnetic bait of some sort, without any lines or hooks, and then sit in their ship's quarters with a rigged-up button-pushing radio device to forcefully guide the fish to their sea-level hoppers.

WHEN that day comes, of course, the old-timers will scream with anguish for the old, nostalgic days of rough-and-tumble-hook-'em-and-watch-out-for-the-hook-fishing. Science advances slowly, though, so let's sit back and hope the helicopter, the fishermen's new friend, will enjoy a long and helpful career. The eyes of the tuna industry, at any rate, are on the *Espirito Santo* and its whirling winged spotter, the "Tuna Scout."

INVENTION

(*Continued from page 8*)

trols assure close tolerance registration of each color, with the result that the final color photo print has quality comparable to that of hand-made prints costing 15 or 20 times as much.

Among the fishing industries, greatest use of the new product probably will be by firms that have sales representatives in the field. Such representatives usually are armed with sales portfolios that include photographs of their products, of their plants and of their production lines.

Because they want to present as strong a case as possible, firms using these sales portfolios use very high quality black and white photographs — even though they might have wanted to use color pictures.

"Up to this time," Parobek explains, "full color presentation of products or services has meant fine screen four color engraving or lithographing plates, or individually processed photo color prints costing as much as $20 to $65 per print. This is more than many businessmen can afford, and so they have been unable to use color."

By comparison, Parobek says his new firm—Dye-Trans Solor Photo, Inc., — will deliver high fidelity full color 8 x 10 prints for about $24 per dozen with drastically reduced rates for larger orders. Because of the importance of sharp, high quality transparencies, Dye-Trans will work primarily with commercial photographers or advertising agencies.

Introduction of new products, and development of improved manfacturing methods, are nothing strange to Parobek. In the past decade or two he has done market and product research and engineering for such nationally-known firms as the Fitch Company, of Des Moines, and Associated Merchandisers of Los Angeles, where 200 separate accounts were involved. He has worked with top flight advertising concerns in fitting new products into their clients' production facilities.

He became interested in inexpensive fidelity color photo prints about seven or eight years ago, when he wanted to utilize full color photos in point-of-sale displays, but discovered that execessive costs limited use of such media, especially for the smaller manufacturers who, numerically, are in the majority.

"The large firms, with adequate advertising and sales budgets, were about the only ones who could use full color photos for sales, portfolios, brochures

(*Continued on page 41*)

DELIVERY BOY WITH WINGS

(*Continued from page 20*)

himself enrolled at Los Angeles College, and, upon his graduation, he had become a formidably efficient swimmer and diver, and he decided to make the operation a career.

After several jobs as an athletic coach, specializing in swimming, diving, and water polo, he landed a juicy position. The Catalina Island Company, in 1934, began casting about for an aquatics coach, and Dowdle got the job, which he held until 1937. By 1938, he had made such a reputation for himself that a number of recreational clubs took notice and made offers. One of these looked good, and consequently he went in as aquatics coach of the Allied Clubs of Los Angeles and Long Beach. Airplanes, at this juncture, captured his imagination, and he took up flying with a seriousness that kept him in the air for what part of the time that he was not in the water. In 1940, he became connected with the Naval Officers Club at North Island as assistant manager and recreational director, and in 1941 he was caught in a bind that affected the lives of every human being in the world. Granted a leave of absence to coach the Chilean Olympic Swimming team, he was but two days out of Antofagasta, Chile, when the Japanese overlords took a first fall from the United States at Pearl Harbor.

His ship, quite naturally, returned post haste to New York, and there he joined the Navy as Deck Officer. Following his indoctrination at the Navy's trade school, Annapolis, he was sent to Corpus Christi, Texas, to set up a swimming and survival program for enlisted men, cadets and officers, and in September, 1943, he was transferred to flight refresher training on several different bases. A first-class pilot by that time, he was later transferred to North Island, Fleet Air Wing Fourteen, where, in January, 1946, he was relieved of active duty. That's when Swift Air Service came in, although the story has a bit more to it than that.

IN 1936, while effecting a high dive in a Los Angeles pool, he slipped on the take-off, landed against the side of the pool, and broke his knee. At the time, he already had placed fourth in that year's Olympic tryouts, and was in training for the semi-finals. The accident, of course, put him out of the running and, although he made his livelihood in the game until very nearly the end of World War II, his knee had been reacting to cold water in an increasingly stubborn manner. Despite the fact, therefore, that he received a number of singularly lucrative offers to get back in the drink, he decided to rest on his laurels as Far Western Diving Champion in 1933 and 1934, and those which came later, and go in for flying. This decision, moreover, has been a wise one as, within three short years, he has managed to build what is considered one of the best charter businesses on tap. One of the reasons for this, possibly, is his insistence upon complete equipment to fit all occasions.

For beach landings, as an example, he maintains a *Piper Cruiser*. This type of plane is noted for its ability to land at a slow speed, and is capable of carrying about 300 pounds of cargo. But if a call comes through to deliver a part say, to a boat or clipper at sea, the plane used is a *Fleet Wing* Amphibian, which, naturally, is pontoon-equipped, and is set up to carry around 800 pounds. Two *Swifts*, a *Luscombe*, and a twin-engine *Cessna* completes the stable, although he keeps available a DC3, which is rounded out to carry 28 people, or about two tons of cargo. The *Luscombe* usually is relegated to the job of student instruction, or scenic flight work, as Dowdle also does a good business in this bracket, as well as in his actual cargo charter work. These craft, collectively, have seen trips to Magdalena Bay, Turtle Bay, Guaymas, Mexico, Acapulco, Mexico, and Todos Santos Island, and have parts such as propellers to fishermen like Frank Perry of San Diego, and speed-boat engines to bigtime operators such as Joe De Graccio.

Although Dowdle occasionally will hop into a plane to deliver cargo, he has turned over the bulk of this stint, in the past year, to his pilots, preferring to spend his time at general office work, and to flying the "scenic shift." For this purpose, he uses, for the most part, his twin-engine *Cessna*, and one of his favorite flights is to world-famous Catalina Island. This resort, of course, is an incomparable spot for big game fishing, featuring excellent charter boats and skippers. The flight is less than an hour from San Diego, and vacationers from all sections of the country have become Dowdle's passengers, at one time or another. He spaces his flights; for instance, he takes off from Lindbergh Field early in the morning and returns late in the afternoon, allowing his guests maximum time to see and enjoy the island before returning on the same day. For those who find the spot so enchanting that they wish to stay a week or so, he usually arranges to return and pick them up on the hour specified, and often, when the mood is upon him to

(*Continued on page 44*)

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EBB'N FLOW

(*Continued from page 35*)
28 feet wide, and 13'3" deep. She has a capacity of 224 tons of frozen tuna and a cruising radius of 10,000 miles. She is equipped with The Allen Automatic Pilot, Fathometer, complete radio, and telephone system, and other modern conveniences.

The main deck cabin and pilot house are mahogany lined, and all quarters have built in solid mahogany furniture. In addition to the Captain's and Chief Engineer's staterooms, there are three rooms for the crew, and a radio operators quarters. The many windowed pilot house, and chartroom lend charm, and beauty to the yacht-like hull. A special feature is the beautiful chapel where the crew worship daily. Another tuna clipper, the *Santa Anita* will be launched in the near future.

THE LAW

Silva Cleared:

Holding that the acting skipper of a tunaboat was responsible for shipboard conditions resulting in his accidental death, the Fourth District Court of Appeals July 30, set aside a $17,000 Superior Court judgment the widow had obtained against the owner of the vessel.

The accident occurred in San Diego,
(*Continued on page 42*)

Excalibur
Sister ship of *Sea Magic hits the sea.*

INVENTION

(*Continued from page 39*)
and displays without worrying too much about the cost," he says. "Yet there was no doubt that the smaller manufactures would benefit in even greater ration than the large corporations if an inexpensive system of color photo printing could be developed."

STUDYING the reason for the high cost of color photo prints, Parobek got plenty of explanation on why they had to be expensive, and, in several cases, detailed step-by-step analysis of cost factors entering into the dye-transfer process. Most of the reasons involved the great amount of hand work necessary, lack of mechanization, inadequate production control systems, and human error.

These pointed to simplification and mechanization of the process, so Parobek attacked the problem step-by-step, working with chemists, engineers, photographers and production men to solve each objection that had been voiced. In 1948 a pilot printing machine was completed, and the following year Dye-Trans was set up in Oceanside, California, incorporated and capitalized at $200,000.

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EBB'N FLOW

(*Continued from page 41*)

California, in 1945 aboard the tuna boat *Emma R.S.* owned and operated by Guy H. Silva. Fatally injured in a fall from a temporary catwalk was James L. Rouchleau, who had brought the vessel into port as acting skipper after Silva had been injured at sea, and removed by a medical rescue plane. Silva had just stepped aboard the craft, tied up at a cannery dock, when Rouchleau fell. Charging Silva with negligence in permitting use of a loose board as catwalk, the widow, Mrs. Edith G. Rouchleau, won a judgment in Superior Judge Robert B. Burch's court. In an opinion reversing the lower court, Justice Stanley Mussell held that Rouchleau was using the plank in an "unnecessary, careless and improper manner," and that he was, additionally, acting as master of the vessel and agent of the owner at the time.

"PIRACY"

Abalone Stolen:

Abalone pirates got away with $170 worth of abalone in a daring daylight raid off White Rock in late August, according to a report by the U. S. Coast Guard. Victim of the piracy was the General Fish Company, owner of the abalone diving boat *Patricia Lee*. The boat was captained by M. Yokogawa at the time of the incident. Yokogawa reported to the Coast Guard the following:

The *Patricia Lee* was fishing for abalone 85 miles south of Monterey and a mile off shore. Abalone caught had been stored in floating crates attached to an anchored mother ship. While the diving boat operated one half mile away, two strange boats came alongside the mother ship. The crew of the *Patricia Lee* noticed the boats, and gave chase.

But the diving boat was delayed 20 minutes while the diver was notified and pulled from the ocean. In addition "the pirate" boats could sail nine or ten knots while the *Patricia Lee* sails four or five knots. As a result, the "pirates" cut the storage crates adrift, and escaped with four crates, each containing seven dozen abalone. The distance between the two boats made any identification impossible, Yokogawo concluded. The lack of identification has made investigation difficult, according to the Coast Guard. However, a full report of the incident has been forwarded to the district Coast Guard office. The *Patricia Lee* later docked in Monterey with a load of 122 dozen abalone.

MONEY THROWN AWAY

Cod Livers:

Pacific cod livers, now wasted by the ton, probably are worth saving for their

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oil and vitamins, according to the United States Fish and Wildlife Service. A report by chemists F. B. Sanford, of Seattle, and H. W. Nilson, of College Park, Maryland, said large-scale analyses of the cod livers during 1947 disclosed a high content of vitamins A and D. As the season advanced from May to August, they said, the oil content of the livers increased while the vitamin A potency of the liver oil decreased.

"Hence, if only a limited space is available on board ship for storing the livers, they should be taken during the early part of the season," they said. Many tons of livers were discarded at sea as a waste by-product of the cod industry. By 1947 the price of vitamin A was high enough to warrant saving them. The results of the analyses indicate that Pacific Cod livers are a marginal source of vitamin A which might be utilized at a profit under favorable market conditions."

Mackerel Tagging

(Continued from page 18)

readily supply fish for two teams when conditions warranted their operation.

Teams of two have functioned but tagging is slow. Here one man dipped and measured while the other tagged and recorded. A three-man crew, with one person dipping and recording was satisfactory for lots of up to several hundred fish.

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40' Fantail Diesel, built 1947, 9 ton ice hold, 500 gallon fuel cap. $12,500. Write Box PA-116, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

36' fishing boat, bait tank, A-1 shape. Make offer. Write Box PA-127, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

47' Fantail, equipped for swordfishing. $8,000. Write Box PA-128 for details. Pan-American Fisherman, Broadway Pier, San Diego, Calif.

32' Jig Boat. Registered 4 tons, bait tank, and refrigeration. Diesel powered. Box PA-122, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

2-man Jig Boat. 2 T. Gray diesel. $2,000. Good deal. Box PA-123, Pan-American Fisherman, San Diego, Calif.

BOAT HULL—wood; 128x28, good condition; no superstructure; low deck, suitable for fishing barge. Sell or trade, will take business interest from responsible party. J. White, 604 Cedar Street, San Diego, Calif. Main 2028.

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WINGED DELIVERY

(*Continued from page 39*)

get back into the swim, he will check into a hotel, don his trunks and spend several days lounging around the beaches. When this happens, Mrs. Dowdle, who is no mean swimmer herself, always accompanies him, which means that, in addition to running a lucrative business, he also is able to take a short vacation whenever he feels like it. The fact that he is getting paid while taking these vacations has caused some of his more cynical friends to observe, from time to time, that his existence is just short of the dog's variety. But his work has its dangerous moments, too.

About a year ago, while attempting to beat some savvy into a student flier, he barely escaped possible death or injury. The incident occurred as his student was in the act of landing. The kid became so frightened in his first try that he froze to the controls. Dowdle, whose 185 pounds is noticeably on the muscular side, was hard pressed for a moment to wrest the stick from the student's grip. It still was a narrow squeak, he recalls, and his plane bounced all over the surrounding acreage before he got it ironed out. On the other hand, however, he has put a number of students into the air who have done him proud. "I like to turn out a good pilot," he says. "I guess it's much the same feeling that comes over a novelist when he writes a good book, or when a painter does a good job on a house, or when a teacher runs into a bright boy or girl in the classroom."

Dowdle is a stocky man with brown hair and blue-grey eyes, although he looks shorter than his five feet, eight-inch height. This possibly is because of his wide shoulders and heavy chest and arms. He is an excellent driver, and usually operates a Hudson Convertible. He plays a fair game of golf, and, other than swimming and an occasional try at fishing, he has no other hobbies. Steak and seafoods are his favorite dishes, and he smokes cigars and a pipe so sporadically that his friends and employes can never be sure whether or not he has quit for good. Music and movies, of the light variety, command his interest, although he cannot remember for more than ten minutes after a session what tune had been played, or what the picture was about. Once a year he manages to get away for a trip to the High Sierras, where he spends the better part of a month loafing, and the rest of the time in fishing with such an apathetic approach that his wife, to this day, cannot understand why he bothers even to take along a trout pole. His answer to this is that "its medicine."

"This business of being on call for twenty-four hours on end, year in and year out, is enough to make anyone want to get lost in the sticks," he says. "When you're subject to call in emergencies such as air ambulance trips, or organizing for a flight to some isolated spot to deliver a boat part, then it makes you want to get some place where an airplane just isn't."

HIS primary reason for starting up in San Diego was the tuna business. True, he had been associated in a spectator's capacity with this industry long before the beginning of Swift Air Service. Soon after his hitch started with the Navy at North Island, however, he became intrigued with the tales involving tuna fishermen, and started an investigation on his own.

"If there is a more receptive people in the world, I don't know where they can be found," he says. "I figured if they could fish then I could fly, and that there was some medium wherein we could get together. I think I'm offering them the kind of service they want. Anyway, I get few complaints, and it's very gratifying."

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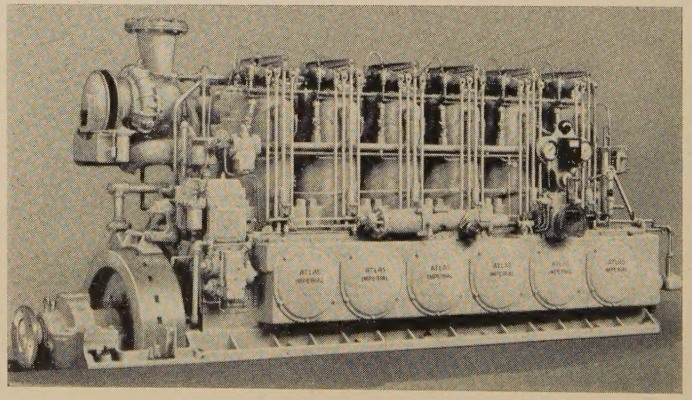

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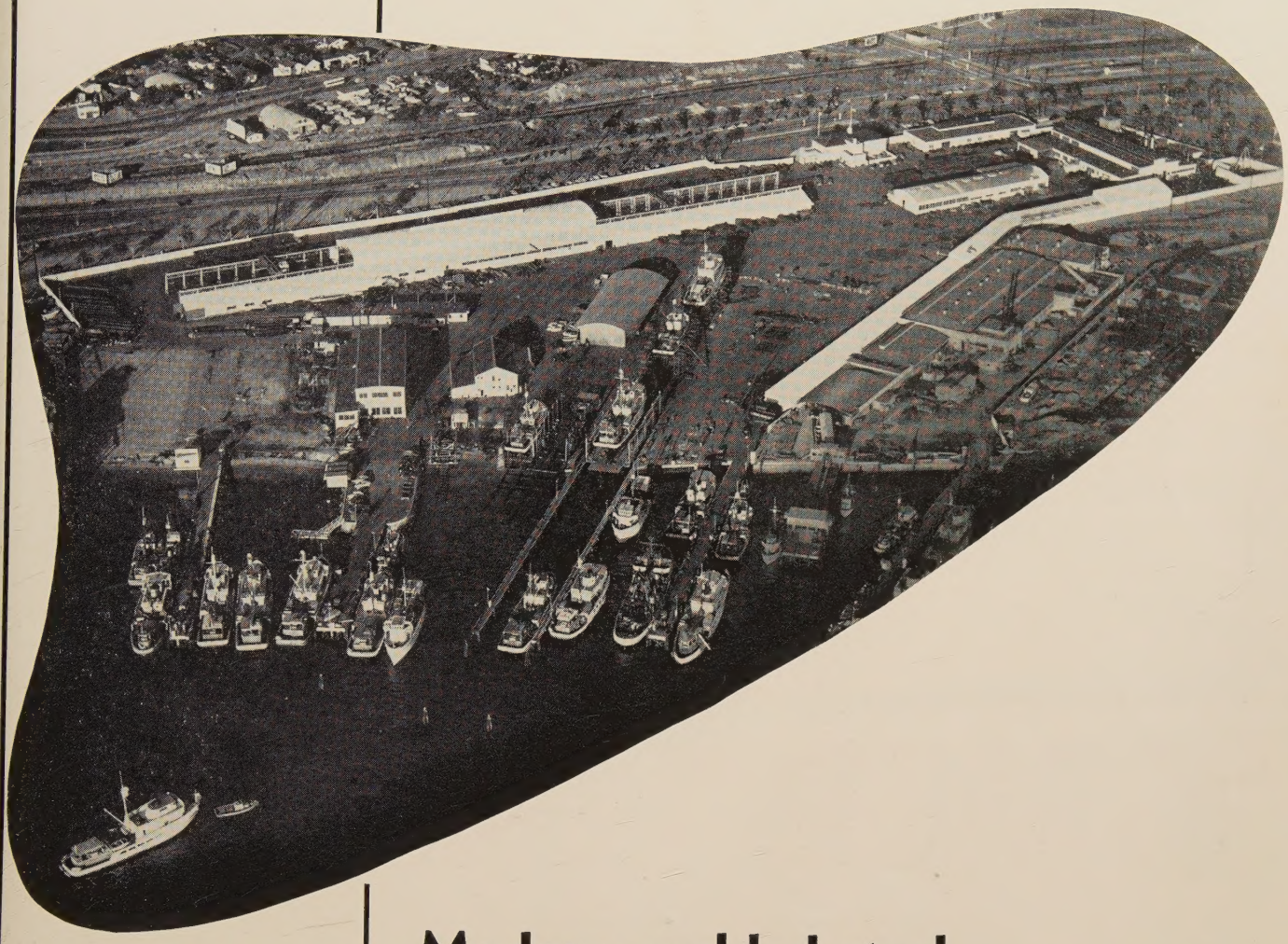

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